

ALL HANDS

DECEMBER 1984 • JANUARY 1985



**Hawaii: Paradise
of the Pacific**



ALL HANDS

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Inside front: Crew member returns to his ship, USS *Jason* (AR 8), berthed in Pearl Harbor, Hawaii.

Back: Hawaii offers outstanding recreation opportunities.

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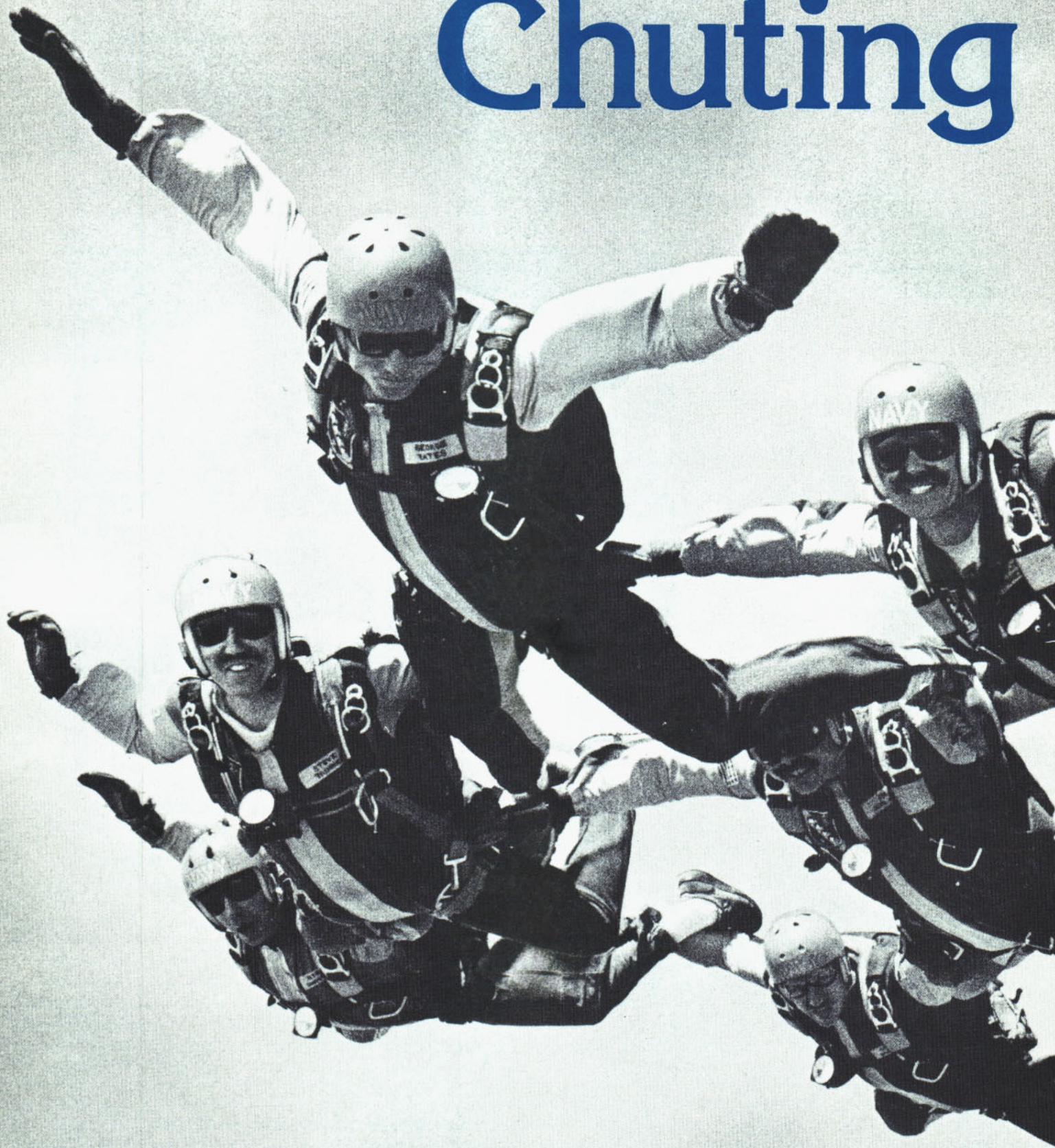
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Chuting



Stars...Navy Parachute Team

Story and photos by JO1(SS) Peter D. Sundberg

When Mrs. Cyrilla Bitzen first saw the Navy's Chuting Stars perform in Chicago, she was so impressed she asked them to jump into her small northern Minnesota hometown: Millerville, population 124.

And they did.

The Chuting Stars is Naval Special Warfare Group Two's parachute demonstration team. The team performs at 46 air shows each year, some with audiences of less than 200, as in Millerville, some with hundreds of thousands, as in Chicago.



Photo by AD2 Lou Esposito, SEAL Team Two, NAB Little Creek, Va.

Chuting Stars

In some areas, the local farm animals even outnumber the spectators. But this is where the team began—in those small towns.

Master Chief Boatswain's Mate Wheeler D. Power, the team's leader, was a pioneer of that first team, then known as the UDT/SEAL parachute team.

"Back in the late '60s anyone assigned to an underwater demolition or SEAL team who owned a red-white-and-blue Paracommander parachute could be part of the group," recalled Power.

"Whenever someone from a nearby county or state fair wanted a parachute demo team, they'd call," said Power.

"We didn't have an official team, so we'd get together whoever wasn't on a cruise and put a team together. The requester would pay our per diem, our respective commands would give us time off, and we'd drive to the show site and perform."

Until 1973, the team was just a bunch of "Frogs" and "SEALS" who had attended high altitude, low opening free fall parachute school and who loved to jump, according to the master chief.

"However," said Power, "it took a tragedy to bring the team into the official limelight."

While on its way to an air show in 1973, an Army Golden Knights Parachute Demonstration Team aircraft crashed. A 12-man team plus the plane crew died, and the Navy was asked to fulfill the Army's show commitments.

One show was at Norfolk's International Azalea Festival, and the Navy's team has performed there ever since.

"Admiral 'Ike' Kidd, then in charge of the Navy Recruiting Command, was sitting in the front row next to the Azalea queen," said Power. "I did a standup landing on the concrete in front of the

admiral, saluted, gathered up my canopy and joined the rest of the team."

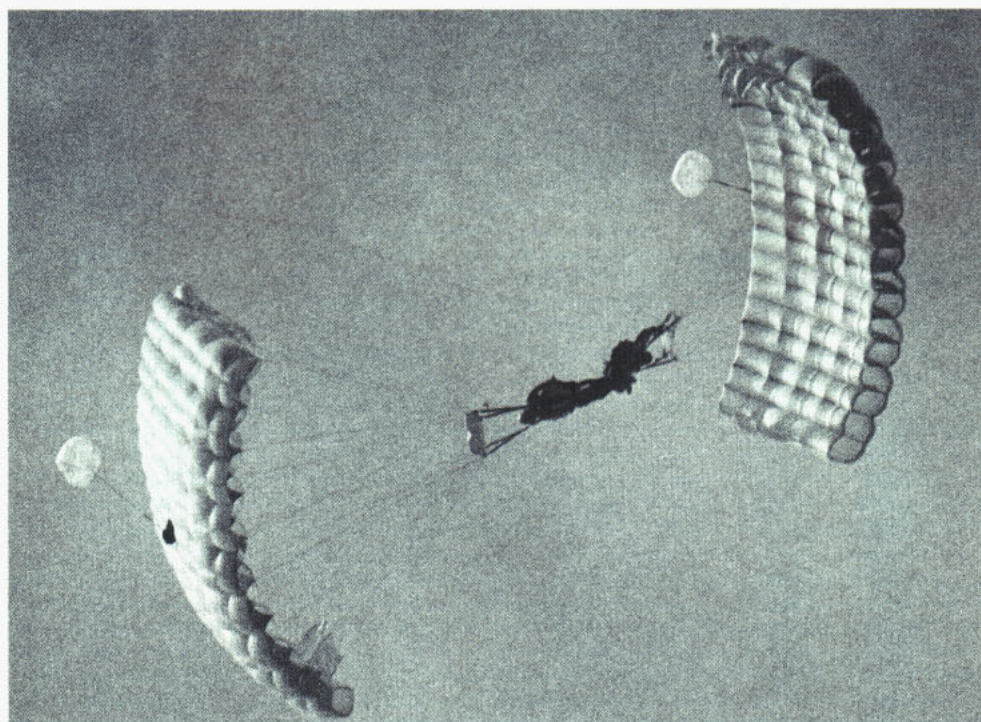
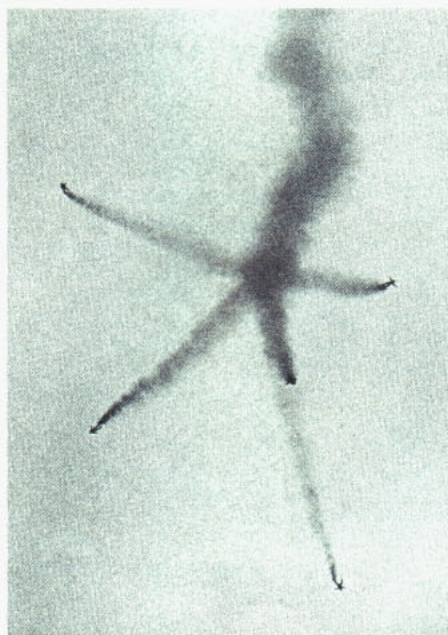
The standup landing on concrete with a Paracommander parachute was rare then, and the admiral was so impressed by the team's performance that he took on its sponsorship. The team became official and was given \$5,000 toward its formation.

Shortly after, \$25,000 arrived from recruiting command. "We received new parachutes, altimeters, jump suits, you name it," said Power.

Team members were detached from their respective commands and ordered to the naval special warfare staff on a temporary-additional-duty basis.

"From April through November we had only one weekend off," said Power. "We only made about 2,400 jumps, but almost all were show jumps; we didn't have time for practice jumps."

Today's Chuting Stars—one officer and 11 enlisted people—make 4,200 jumps each show year. The Little Creek-based



Top left: With smoke indicating their flight paths, Chuting Stars demonstrate a crowd-pleasing bomb burst. Top right: Jumpmaster BMCS Jim Rowland, controlling the aircraft's movements via a communications helmet, gives the two-minute warning before a jump. Bottom: The "down plane," a new parachute routine, is performed at Jamestown, N.Y.

team supports Navy recruiting by making personal appearances in states east of the Mississippi River. Their counterparts, the San Diego-based "Leap Frogs," conduct similar performances west of the Mississippi.

"In addition to supporting the recruiting effort, we also support SEAL team parachuting operations. We use the latest equipment and techniques and pass our knowledge to the teams," explained Lieutenant George Yates, officer in charge.

The jump team's funding and scheduling is done by Navy Recruiting Command, but they are administratively supported by Commander, Naval Special Warfare Group Two. The team does not have aircraft dedicated specifically to them. They rely on Commander Naval Air Force, Atlantic for Navy assets and on various Air Force and Air Force Reserve squadrons.

Unlike the Army's Golden Knights who recruit and extensively screen applicants

from throughout the Army, the Navy team is restricted to Navy SEALs.

A team member has a three-year tour. Since the member is on loan from a SEAL team, he can be recalled any time operational commitments require his expertise. In addition, each member is required to keep his SEAL diving and demolition qualifications current while assigned to the Chuting Stars.

"When a member's tour is nearing completion, we ask SEAL teams to submit a list of people who want to join us," said Yates.

According to Yates, Chuting Stars hopefuls are informally contacted and invited to make practice jumps with the team. This lets the team evaluate the individuals' performances in the air and see how they adapt to a show-business type of environment.

"They have to accept the responsibility of being on the road for 10 months a year, representing the Navy 24-hours a day and living and performing with the same 12 people," said Yates. "All of this is as important as parachuting skills."

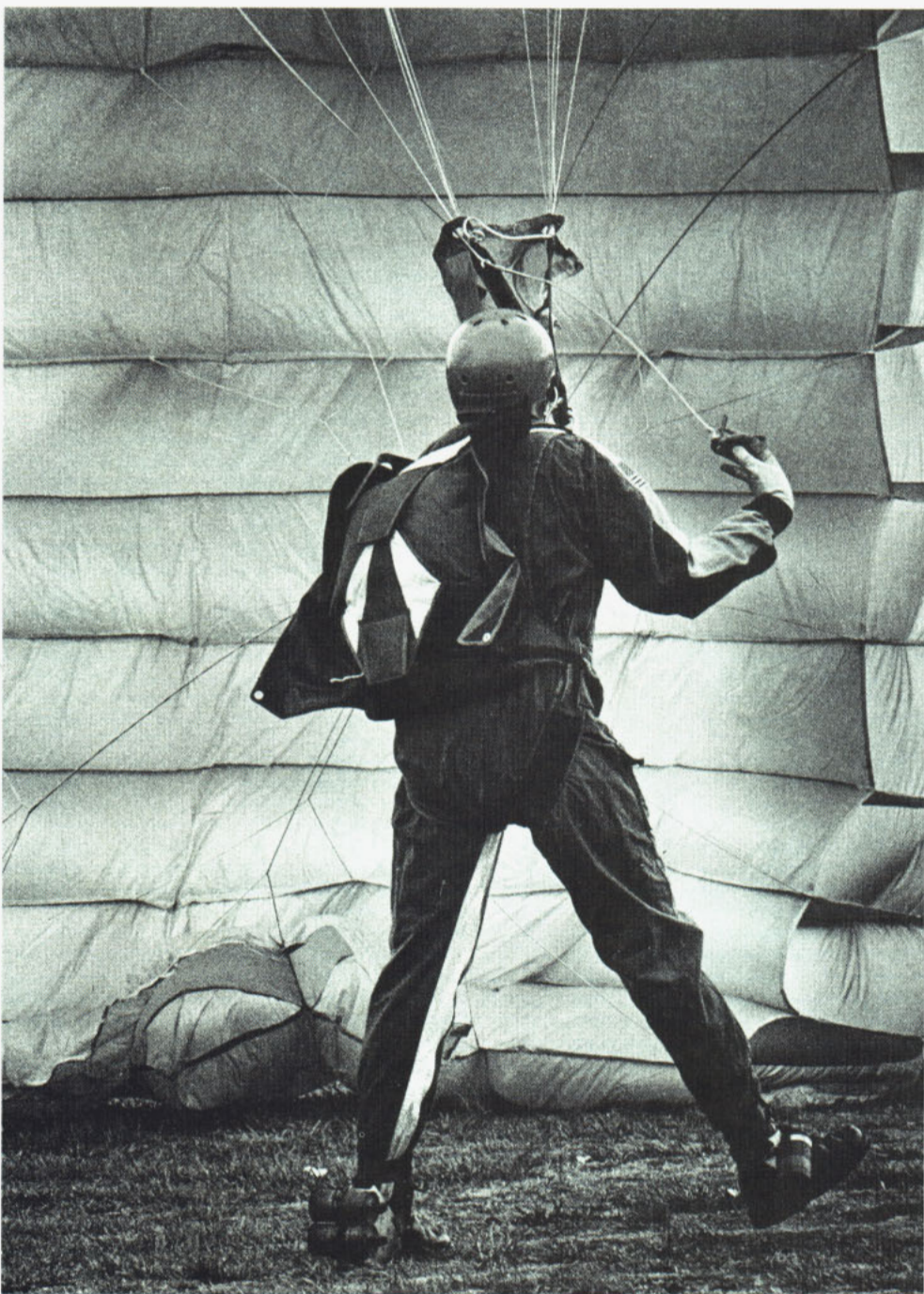
Once a SEAL becomes a Chuting Star the training becomes intense.

Aviation Machinist's Mate Second Class Lou Esposito, with more than 1,000 free falls, is responsible for the team's training schedule. He conducts classes dealing with specific free fall techniques before the jumping starts.

"Some men come to the team with fewer than 25 jumps. The first thing I do is find out how confident he is during free fall," explained Esposito. "We work with the jumper, ensuring that he knows the basics, that he's a safe sky diver, and that he can accurately control his canopy," added Esposito.

When the show season ends in November, winter, with its inclement weather, has a firm hold on Virginia. To get the required training the team leaves Little Creek for warmer climates—Puerto Rico, Arizona, Florida, or as guests of the Leap Frogs in San Diego—and five weeks of hard sky diving.

A Chuting Star wrestles his parachute to the ground immediately after landing.



Chuting Stars

The team averages 12 hours per day, six days a week, and makes five to seven jumps a day during winter training. When possible, the jumps are videotaped; still photographs also are taken for later reference. Every jump, from exit to landing, is critiqued. If a jumper's feelings are easily hurt, he won't last long on the team. Sometimes there are disagreements over technique, but it all comes down to being right or wrong; being wrong can be fatal.

The hard work is worth it, according to new team members.

Engineman Second Class Steve Shortt had 39 free falls when he reported to the Chuting Stars from SEAL Team Two. Now he has well over 200 free falls.

"The experienced team members really take an interest in the new people," said Shortt. "Two of the guys, with more than 1,000 jumps each, took me in hand for a full week and taught me how to get into Relative Work formations (jumpers link up into formations while in free fall), how to fly my body and the procedures for Canopy Relative Work (jumpers stack their canopies upon each other or come into contact in various routines)."

Machinist's Mate First Class Steve Trimmer from SEAL Team Four had 25 free falls when he reported to the parachute team. Although he was the most inexperienced of the new members, he wasn't intimidated by the Chuting Stars' veterans.

"I looked forward to working with them," explained Trimmer. "The guys are so well-qualified that it's no problem getting enough information and instruction. There's nowhere in the special warfare community where you can get this much experience this fast at such a high level of quality."

Trimmer currently has more than 200 free falls.

Canopy control and accuracy are stressed on the team. The man responsible for making sure the parachutists are as accurate as possible is the team's jumpmaster and safety officer, Senior Chief

Boatswain's Mate Jim Rowland. Rowland makes sure the jumpers exit the aircraft at the proper time and place. It's called "spotting," and if the spot is off, the jumper's chances of landing on the target are slim.

"In our line of work, when you're performing before thousands of people, you

want to make sure everyone lands on the target," said Rowland. "If one guy misses the 'T' (target), that's all you hear about; people don't remember how many accurate jumpers there were."

Before the aircraft takes off, Rowland briefs the pilots on the drop zone characteristics, emergency procedures and



Top: Chuting Stars are introduced following an air show. **Bottom:** Lt. George Yates, assisted by some youngsters, repacks his parachute.

flight instructions. After takeoff the jumpmaster directs the aircraft over the drop zone and throws out wind-drift indicators, or streamers, to determine wind direction and strength.

"The wind streamers are designed to fall at approximately the same rate at which a 160-pound jumper would descend under



a 24-foot Navy flat reserve parachute," explained Rowland.

The jumpmaster decides where to spot the jumpers after making calculations on where the streamers land, the ground winds and the winds at jump altitude—normally 12,500 feet.

"I have to be right in all my calculations," said Rowland. "You can kill a jumper if your spot is off, especially in some of the places we perform. We often jump into metropolitan areas with tall buildings, high tension wires, streets filled with cars—you name it."

The Chuting Stars' safety record is attributed to extensive training and the type of equipment used.

Hull Technician Second Class David Baudoin, the team's parachute rigger, is responsible for maintaining the equipment. Demanding parachute drops are often characterized by small drop zones and dangerous but crowd-pleasing Canopy Relative Work. High performance parachute equipment is a must for the Chuting Stars.

"We use nine-cell, ram-air square Dragonflies as our main parachute and a Swift ram-air square reserve," said Baudoin. "They're about the best on the market for performance."

Baudoin, a rigger with five years of experience, maintains the reserve parachutes.

"I make sure they're packed properly the first time and then, according to the United States Parachute Association and military regulations, I recheck and repack them at 120-day intervals," explained Baudoin.

The reserve parachute is the jumper's last chance if the main parachute malfunctions. Baudoin doesn't let the importance of the reserve parachute unduly worry him, however.

"I don't really worry about the possibility of the reserve failing to open," said the rigger. "I think that worrying about that alone is going to cause mistakes."

Although Baudoin has packed countless reserves and has the procedure committed to memory, he always has the packing manual at his side.

"If the slightest thing trips me up in the slightest way, I refer to the instructions," said Baudoin. "I take my time

because this is *it* for the jumper."

Baudoin is also responsible for the team's drop-zone gear. Without it a successful show jump would be impossible. The kit includes radios for ground-to-air communications, flares, M-18 smoke grenades for use in the air and on the ground, wind streamers, a wind sock and the "T," plus a variety of tools and equipment.

Basic free fall skills developed to perfection and improved on by the Chuting Stars show up in their demonstrations.

The free fall portion of the show begins more than two miles above the spectators. The jumpers, with smoke streaming behind them from smoke grenades attached to brackets on their French paraboots, can be seen easily.

A narrator on the ground describes the action in the air and explains how the jumpers apply their parachuting skills to special warfare.

The first event is usually a two-man Relative Work formation. Two jumpers, grasping each other, free fall to 2,500 feet, deploy their parachutes and unfurl the American flag and the appropriate state flag while the National Anthem is played below them.

Following the flag jump the sky divers execute a variety of routines: the barber pole, fast/slow fall, bomb burst and Canopy Relative Work.

Yates, who had a previous tour on the team as an enlisted member, has watched the Chuting Stars grow professionally.

"The equipment gets better every year. The faces and personalities may change, but the camaraderie has always been the same," said Yates. "There's a high level of morale on the team."

That camaraderie, coupled with the team's professionalism, is what impresses crowds.

At the end of each show, the narrator closes with, "May your skies be blue, may your dreams come true, may you wish upon a Chuting Star." The team's efforts are for every crowd—large and small—in cities and towns throughout the eastern seaboard. □

JOI Sundberg is a photojournalist assigned to the Atlantic Fleet Audiovisual Command, Norfolk, Va.



T H E GAME

Army vs. Navy, 1984

This year's Army-Navy game left the Middies wondering what happened to the magic they had when they upset second-ranked and undefeated South Carolina only two weeks earlier.

Navy faltered through a 28-11 loss to Army in the annual football classic held Dec. 1 before a sellout crowd in Philadelphia's Veterans Stadium. Army's wishbone offense ran through a confused Navy defense for 432 yards on the ground. Army's quarterback Nate Sassaman picked up 154 yards, while fullback Doug Black gained 155.

Navy's Todd Solomon kicked a 40-yard field goal in the second quarter, but the Middies couldn't put any more points on the board until the middle of the fourth quarter when quarterback Bob Misch hit split end Chris Weiler for a 6-yard TD.

This is the first time Army has beaten Navy since 1977. □

—Photos by JO1 Gary Hopkins and
PH2 Perry Thorsvik





Midway's Balloon Men

Story by JO2 B. A. Casteel
Photos by PH2 Dana Howe



A unique element in USS *Midway's* (CV 41) air defense system has been a secret to all but a few crew members, and it comes out only at night.

It's a helium balloon with a meteorological radiosonde sensor unit that measures atmospheric changes up to 87,500 feet.

The radiosonde, equipped with humidity and temperature gauges, has a transmitter that sends radio signals back to *Midway* with coded information. The radiosondes are calibrated, and the balloons are launched at a predetermined Greenwich Mean Time.

Ship weather forecasters interpret the data and make predictions. The information is forwarded to the Fleet Numerical Oceanography Center, Monterey, Calif., where it is available to any country in the World Meteorological Organization.

Midway's balloon crew—one or two volunteers—perform the job for an entire deployment.

"Most people volunteer for the job for a variety of reasons," claims Chief Aerographer's Mate Steve Gardyasz, ship's weather forecaster. "They include gaining the technical expertise, being your own boss, and the satisfaction of doing something that has a direct effect on the operation and tactics of battle group ships and aircraft."

"It's a challenge to get the helium balloon up without hitting aircraft or anything else," said Aerographer's Mate Third Class Jeff Rozlog, who served as a balloon man on previous cruises. Balloons are not launched during flight operations, but they can be tricky to maneuver around a crowded flight deck. Rozlog learned "ballooning" on *Midway*, but the aerographer rating does offer a six-week school in the skill. □



AG3 Karl Florentine cleans an electrical contact, calibrates the ground radio, and secures the balloon to a meteorological unit before releasing it.



JO2 Casteel and PH2 Howe are assigned to USS Midway (CV 41).



Public Works People

Making Life Easier For The Fleet

From barracks to brow, the Navy's 35,000 civilian public works employees are ready 'round the clock to make life safer and easier for sailors.

The term "public works" may give the impression that these dedicated artisans and craftsmen and women, including electricians, plumbers, carpenters and welders, work for the public. Make no mistake, they serve the fleet. Their duties include connecting public utilities provided by state and local governments to Navy installa-

tions and to berthed ships, hence the term "public works."

Public works people also build, operate and maintain sewage disposal plants, electric generating stations, recreation and similar facilities at naval installations. This is one of the reasons the Navy's public works enterprise is part of the Naval Facilities and Engineering Command.

The Navy employs about 15,000 people at nine public works centers around the world, plus an estimated 20,000 people in

public works departments at individual commands. These centers and departments do more than \$2.5 billion in public works business a year.

Some people think of public works solely as the place to call to have dripping faucets repaired and leaking roofs patched. Maintenance of offices, living quarters, messes and other facilities is a major part of public works' job, but there's much more.

Ask fleet sailors on watch below decks while their shipmates are topside basking in the warmth of a homecoming reception after a long deployment about public works support. Sailors must remain on watch until the ship is secured and pier facilities—fresh water, telephones, steam, air, electric power and brow services—are connected by a public works pier services division.

Or ask about public works among the working parties who breathe a sigh of relief as the public works crane lumbers down the pier and effortlessly lifts pallet after pallet of supplies to the flight deck of an aircraft carrier.

These public works tasks are in addition to being on call 24 hours a day to answer



From waterfront operations at Naval Station San Diego, opposite page, to manufacturing prototypes at the Naval Oceans Systems Command, left, public works people are a vital part of the Navy team.

Public Works People

requests from families in Navy housing to unclog commodes, repair broken windows or open locked doors.

For shipboard sailors, waterfront operations—the ship-to-shore people—probably are the most visible aspect of public works.

“If we’re late getting to the pier when a ship pulls in we’re holding up liberty, it’s as simple as that,” said Thelebert Thames, a pier services electrician from the Public Works Center, Naval Base San Diego. “Many people don’t realize the important role we play in fleet readiness. Ships need our services so they can put certain equipment out of commission for preventive maintenance.”

According to Thames, public works also will play a direct role in making life a little easier for shipboard sailors in the future. “We’re operating a pilot program with a boom truck that feeds shore power cables right onto a ship’s deck,” he said. It now takes an entire working party to heave aboard ship a 50 foot section of shore power cable, weighing six pounds a foot.

Crane and rigging people load and unload aircraft, ammunition, equipment and general supplies, and provide valuable assistance in removing and installing shipboard antennae. They also make possible certain maintenance service to flight deck catapults.

“One catapult cover weighs about a ton and a half,” said one crane operator, “and there are four ‘cats’ on the flight deck with 88 covers on each one.” Mobile cranes on the flight deck lift the covers while the ship’s maintenance crew inspects and services the catapults.

Waterfront operations are only one example of direct service to the fleet. There are transportation departments, housing and building maintenance offices, industrial and hazardous waste treatment facilities, water plants and others.

“Public works primarily is a trades-oriented organization employing people in more than 100 different skills including plumbers, welders, painters, electricians, carpenters and machinists,” said John Foland, spokesman for the Navy’s public works center in San Diego. “If you don’t have public works, your water doesn’t run and your lights don’t work.”

This is nowhere more evident than at Naval Air Station Lemoore, Calif. Lemoore, on 18,784 acres of land reclaimed from the desert in the arid San Joaquin Valley, relies on its public works department for water.

“We pump five million gallons of water a day from the California aqueduct to provide water for the entire base,” said Frank Corral, utilities foreman. “Our water plant replaced 10 wells on base and we now have better water quality than the people in the local community.”

This high level of service is routine for public works. Most sailors are unaware of

such public works’ efforts that indirectly support wide scale fleet readiness.

In San Diego, 120 public works employees in the technical services division work on projects ranging from space recovery systems for NASA to *Tomahawk* missiles. A team of machinists, welders, model makers and other skilled craftsmen and women work closely with engineers from Naval Ocean Systems Center at Point Loma.

“We build prototypes for test and development of center projects and sometimes fabricate finished units for actual use,” said Harold Fear, division director.



"This way we can prove these systems out before sending them to the manufacturer."

When shipyard work began on reactivating one of the Navy's oldest warships—USS *New Jersey* (BB 62)—technical

services division model makers began work on an identical, but somewhat smaller version of the dreadnaught.

Seven model makers worked for seven weeks to complete a one-forty-eighth scale model of *New Jersey*, exact in all respects above the waterline. The purpose: to save the Navy money.

"We build the models so people at the Naval Ocean Systems Command Center can test antennae systems before they go on a ship," said model maker Fred Blas. "It only costs a few hundred dollars for materials; that's a lot less than it costs to move an antenna around on a real ship."

Making models for a living may seem more like play than work to some people, but not for these model makers. "You don't always look at it as a special thing," explained Blas. "It's just an eight-hour job. It's the finished product that counts."

Public works people also are responsible for maintaining the delicate balance between the Navy's mission and the environment.

At Naval Station San Diego, NAS Lemoore and many other naval facilities, industrial waste treatment, hazardous waste disposal and sewage treatment are public works functions. San Diego Bay is noted for its clarity and purity even though it is

home port to more than 100 Navy ships and surrounded by 20 major naval activities.

Public works center San Diego alone handles 40,000 gallons of containerized hazardous waste and more than a million gallons of bulk hazardous waste each year. The center also operates two 25,000 gallon-a-day sewage treatment plants. Additionally, it runs an oily waste treatment plant—the first of its kind in the Navy—to treat bilge water from ships and oily waste from shore activities in the area and reclaim the oil.

Meanwhile the public works department at NAS Lemoore manages the largest agricultural leasing program in the Department of Defense, in terms of income.

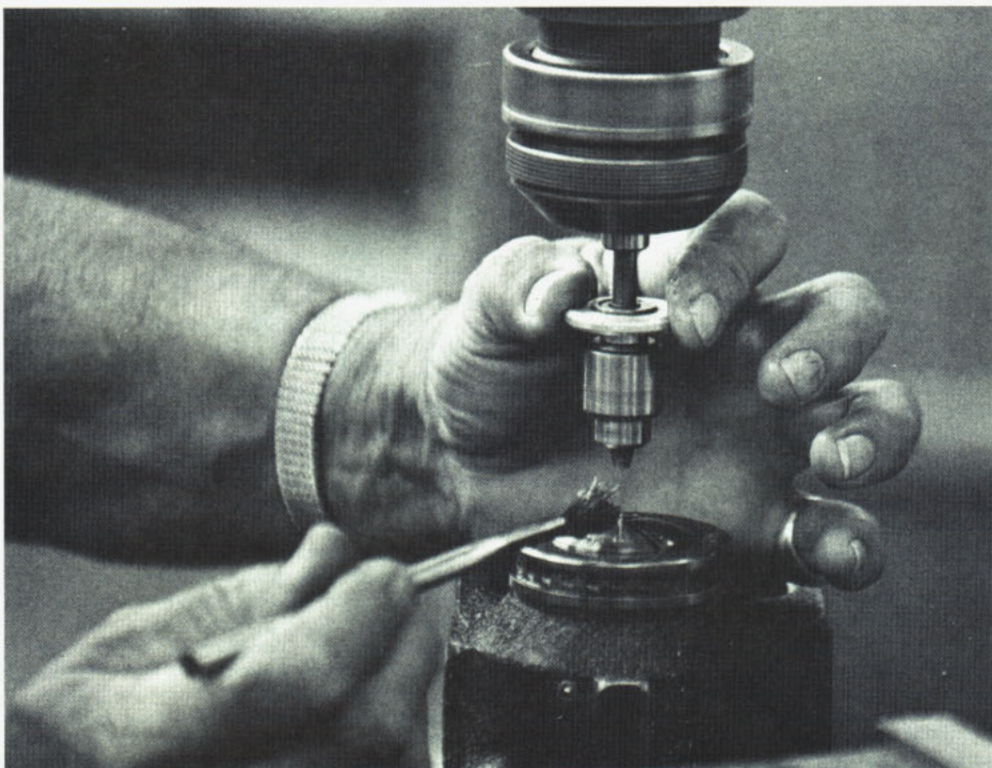
"The Navy bought 18,000 acres of land at Lemoore because the noise and accident potential requires we have the space to avoid land encroachment," said David Ritchie, public works natural resources specialist. "More than 12,000 acres of that land is leased to area farmers, and crops grow within 300 feet of runway five, used by the Navy's most sophisticated aircraft."

"Flying and agriculture is the perfect setup—there are no houses, big buildings or other forms of encroachment," said Ritchie. "Farmers understand the Navy is here to fly aircraft, and they understand that comes first."

This agricultural leasing program nets more than \$2 million a year for the Department of the Treasury and also saves the Navy money.

"It would cost the Navy \$500,000 a year to keep the weeds cut and generally maintain the acreage," said Ritchie. "Under the lease program the farmers are responsible for soil and water conservation, planting wind breaks and irrigation."

Agricultural leasing isn't public works' only money-saving contribution. The commercial activities program requiring public works to bid with private industry for jobs has produced creative and innovative methods of cutting costs and in-



The "typical" public works employee may operate a floating crane, opposite page, collect samples at a waste water treatment facility, above, or apply the skills of his craft in a machine shop, left.

Public Works People

creasing productivity in the organization.

"The commercial activities program has reduced costs about 30 percent," said Captain Jan Cook, the public works center's commanding officer. "Competing with the private sector is making us take a hard look at the jobs we do to make sure we're doing them cost-effectively."

An example of this is in the center's automotive and heavy equipment repair shop. Mechanics have increased productivity, and equipment down time has decreased significantly since an incentive pay program was implemented.

The program uses a standard factory flat rate to gauge a mechanic's performance and provides financial rewards for high levels of productivity. The financial savings are passed on to Navy customers.

The vastness of the public works organization, its many divisions and the diversity of its mission can be overwhelming. So much so, that in some cases, the most important aspect of the organization is sometimes overlooked—its people.

Public works people, right, ply their trades at public works centers from Norfolk, Va., to Yokosuka, Japan, and at smaller public works facilities around the world.

"The average age of a public works employee is considerably higher than other commands," said Foland. "Most of these people are veterans and a lot of them are retired Navy. They have a stake in their jobs and the work they do. They care about the Navy."

Public works people understand what the Navy is about. For many, their past Navy experience is a valuable tool.



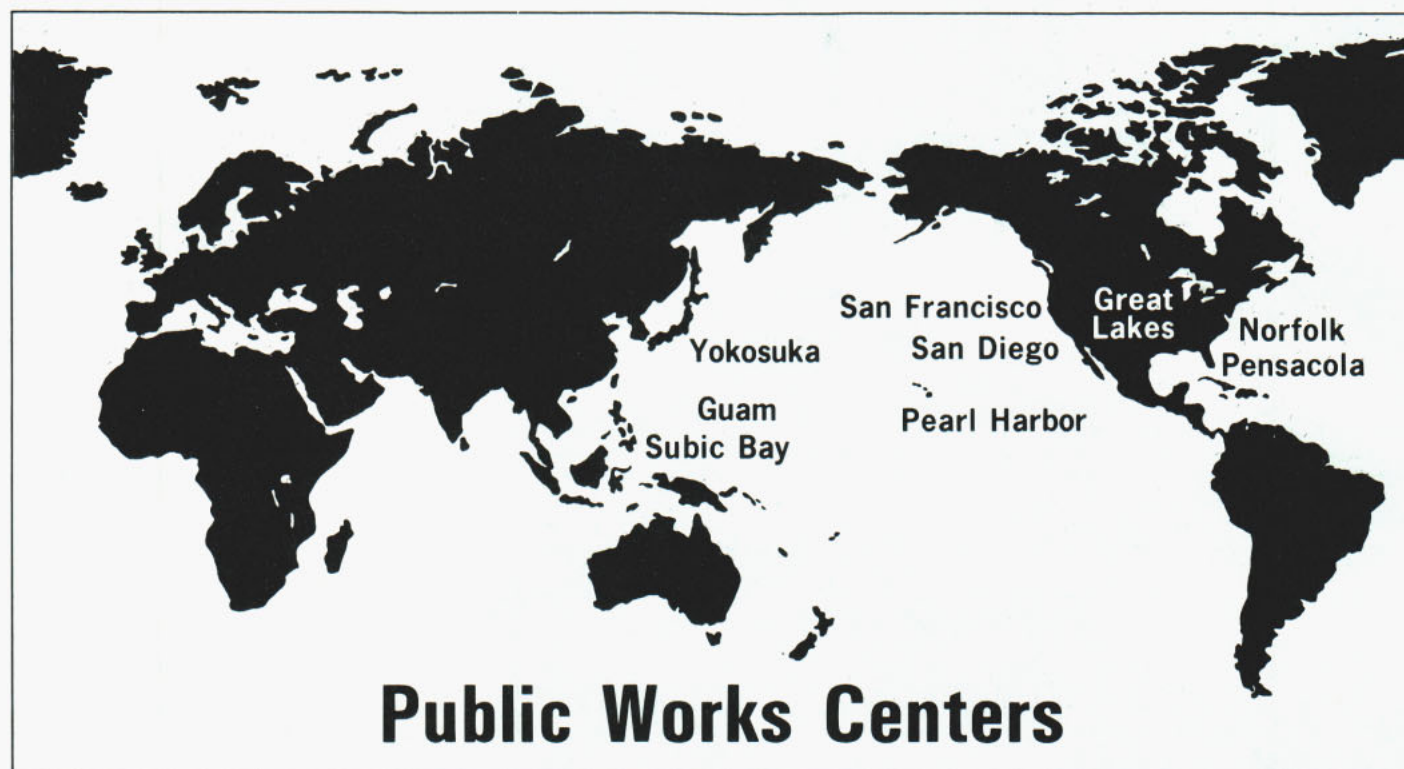
"When I go down to a ship, I don't argue with the guys because I know what it's like," said Joseph Sweeney, a pier services plumber and Navy veteran. "Those guys are tired, they've been standing long watches, and they want to get things done so they can get home."

Public works people may never receive all the recognition they deserve for the variety of services they provide the fleet. Some things go unnoticed or are taken for granted—like a ship's brow being swung into position by a public works crane or the wharf builders who replace rotting piling.

"Public works, for the most part, is responsible for the routine daily functions of a command. It only gets noticed when it doesn't get done," said Cook. "We'd rather not be noticed."

"We do our job and that's it," said Sweeney. "When we leave a ship and take that last look back and see that everything is as it should be, that's a good feeling. That's our satisfaction."

For the most part, public works folk are blue collar workers—the skilled trades people who keep things going. More often than not, the satisfaction of a job well done, not compliments and recognition, is all they need to keep going. □



A Wizard Of Finances

Fifty million dollars.

Shirley S. Wright will never see that much cold, hard cash, but, as comptroller of the Norfolk, Va., naval base, she is responsible for how much money is spent every year.

September marks the end of the fiscal year for the federal government, and long

hours are spent closing out financial accounts at Norfolk, the Navy's largest naval station. Wright relishes it.

"Some days it seems as if we're putting out brush fires 12 hours a day. Then, just when we have everything in one area settled, we realize we haven't even begun the current day's work," she said.

Wright budgets and oversees accounts for all the naval station's civilian labor force; maintenance and repair of buildings, piers and roads; the overhauls of service craft; and the operations of port services.

She also performs the same service for the procurement of crane services and the removal of trash and other waste materials for the 110 ships in the Atlantic Fleet.

"Variety is one aspect of my job that makes my position rewarding and exciting," she said.

Wright's can-do attitude has earned her many accolades. She received the Superior Civilian Service Award, the second highest honorary award under the Navy Incentive Award Program, for her work between April 1982 and August 1984. She was named Comptroller of the Year by the American Society of Military Comptrollers in 1983 and was nominated by the Norfolk naval base as the 1983 Federally Employed Woman of the Year.

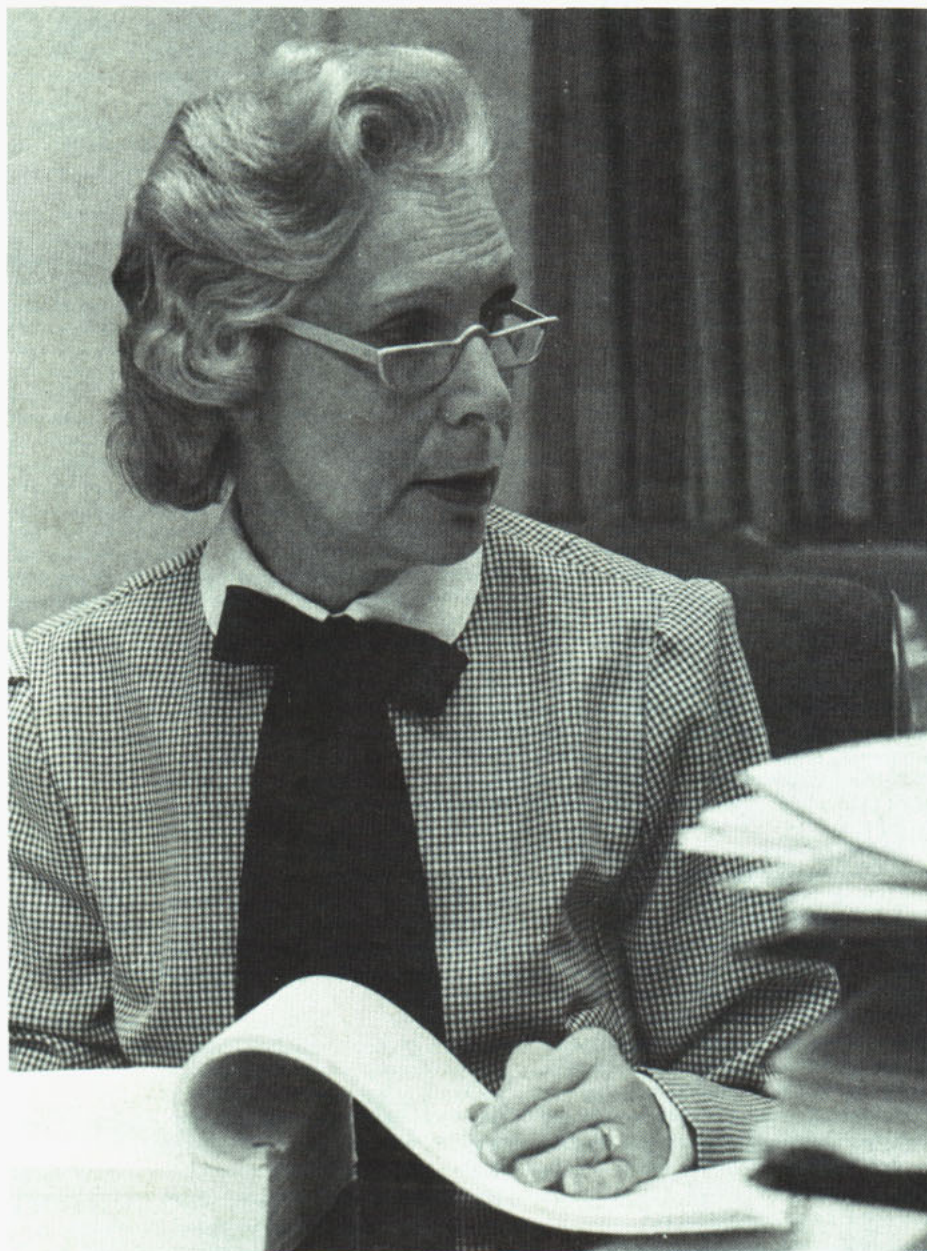
Wright has established herself as an expert in financial management even though she holds no formal college degree. She says common sense, experience and tenacity to get the job done have helped her earn a reputation as an authority whose advice and assistance is sought not only from type commanders, but from Washington, D.C.-level comptrollers, too.

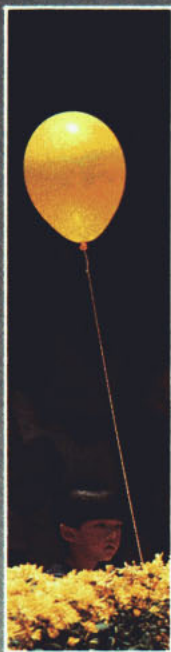
"When I left Nashville long ago, I married a seagoing sailor and thought I'd see the world," she said. He did; she didn't.

"Norfolk is as far as I got," she said. "Still I haven't done badly. I certainly have no regrets." □

—Story and photos by JOI J.D. Leipold, public affairs office, Commander, Naval Base Norfolk

Shirley S. Wright, Naval Station Norfolk comptroller, is responsible for budgeting and accounting at the U.S.'s largest naval base.





Duty in

HAWAII

Just Another Day in
Paradise

Story by JO1 Tim Siggia

Photos by PH2 Perry E. Thorsvik









Hawaii.

The name immediately brings to mind soft breezes, hula dancers, ukuleles, deep blue ocean waves rolling onto snow-white beaches, and fruit drinks served in coconut shells.

These images perhaps are clearest in the minds of people who've never been to Hawaii, and almost as clear to tourists who spend most of their time in Waikiki hotels, never venturing far beyond the traditional sights. Returning to their homes on the mainland, they think they have seen and experienced Hawaii. As any native islander—or sailor who has been stationed there—can attest, they have seen only the stereotypes.

The notion of a Hawaiian cowboy, for instance, is farfetched to most non-Hawaiians; but the largest privately owned ranch in the world—the Parker Ranch—is on the island of Hawaii, where ranching is big business.

Snow-capped mountains do not quite fit the Hawaiian stereotype, either; yet, they also exist on Hawaii, known as the "Big Island." Surfing and outrigger canoe paddling are readily accepted as Hawaiian pastimes—but mule riding? It's one of the prime attractions on the island of Molokai, also the site of a leper colony. Other islands in the chain are Oahu, Maui, Kauai, Kahoolawe and Niihau.

Many tourists may be aware of the naval base at Pearl Harbor, on Oahu, with its memories of Dec. 7, 1941. The USS Arizona Memorial is visited by more than 1¼ million people each year. What they may not realize, however, is the extent of military activity in Hawaii; national defense is Hawaii's second largest industry, second only to tourism.



Some consider duty in Hawaii the closest thing to being in paradise.

Almost 50,000 active duty people from all services are stationed in the state of Hawaii. This includes 23,000 Navy men and women, with their 19,000 dependents and 13,000 Navy-employed civilians. Hawaii's total defense community, including dependents and government-employed civilians, numbers about 131,000.

Perhaps nowhere outside the Washington, D.C., area are there so many high level military commands. High up in the reaches of Halawa Heights, overlooking Pearl Harbor, is Camp H.M. Smith, headquarters of the Commander in Chief, U.S. Pacific Command. Though that unified commander is Navy Admiral William J.

Crowe Jr., the majority of service people at Camp Smith are Marines—for Camp Smith is also headquarters of the Commanding General, Fleet Marine Forces, Pacific.

On somewhat lower ground, at the rim of an extinct volcano crater overlooking Pearl Harbor, is the headquarters of the Commander in Chief, U.S. Pacific Fleet, Admiral Sylvester R. Foley Jr., who commands Navy fleet activities over more than half the world. The headquarters of Commander, Naval Logistics Command, Pacific, and Commander, Naval Construction Battalions, Pacific, also are located in Makalapa Crater.

Across from the CinCPacFlt complex is the Pearl Harbor Naval Station, home port to 20 Navy ships. It is joined on the west by the Pearl Harbor Naval Submarine Base, headquarters of the Commander Submarine Forces, U.S. Pacific Fleet, and home port to 17 submarines with two more to join the community shortly. On the east is Hickham Air Force Base, headquarters of the Commander in Chief, Pacific Air Forces.

Two major naval aviation commands are located in Hawaii as well—the Naval Air Station at Barbers Point on the south shore, or leeward side, and the Marine Corps Air Station at Kaneohe Bay on the north shore, or windward side, of Oahu.

In the center of Pearl Harbor lies Ford Island, home of "Battleship Row." All that remains of that once-proud succession of battleship piers is a series of concrete white pillars, each with the name of a battleship painted on it—monuments to the ships berthed there during the attack of Dec. 7, 1941. The most notable is the USS Arizona Memorial.



Top: A "warrior" from the Polynesian Cultural Center greets visitors.
Middle: Kids don't need snow to sled.
Bottom: Family fun at the beach.

Today, Ford Island is the home of Commander, Third Fleet headquarters. The Third Fleet, headed by Vice Admiral Donald S. Jones, conducts operations in the eastern Pacific areas, plans and executes major fleet exercises, and develops fleet training doctrine.

Ford Island also is the home of the Naval Submarine Training Center, Pacific; the Fleet Training Group, Pearl Harbor; and the Naval Oceanographic System, Pacific.

Though there are two enlisted barracks and some family housing units on Ford Island, most of those who work on the island commute on a Navy ferry. This ferry, together with a number of small boats that make similar runs, provides an opportunity for women to work in non-traditional ratings.

So what is it like to be stationed in Hawaii? Is it really paradise—all palm trees, surfers and luaus? Or is there more to it than the average mainlander reads in a travel brochure?

Lieutenant Junior Grade Hank Herbig is a pilot with Patrol Squadron Six, stationed at Naval Air Station Barbers Point. A newlywed—Herbig and his wife,

Donna, were married in June 1984 at Norfolk—the 30-year-old pilot has opinions he admits differ from his original expectations.

"For one thing, there is none of the oppressive heat I expected to find here. The temperature goes up, of course, but we don't really notice it because the trade-winds keep the air moving.

"Also, there's not as much of a language barrier as I thought there might be. What I've seen so far I've liked, and so does my wife. Since I'm a pilot, I don't get to see as much of the island as I'd like," Herbig explains.

Yeoman Second Class Gerald Armstrong, also of Patrol Squadron Six, has been in Hawaii 2½ years. He is impressed by the diversity of Hawaii's night life.

"It's not all poi and coconuts, as a lot of people seem to think. There's plenty of Polynesian culture here, of course, but it's not limited to just that. Just about any style of entertainment can be found here by those who look for it," he says.

Armstrong says he likes the favorable climate as well as the overall cleanliness of Honolulu, but warns the cost of living is high. This disadvantage is offset for



military people by a cost of living adjustment allowance, and by the Rent Plus program that provides an additional housing supplement to military members living on the Hawaiian economy to help them meet the steep rents and utility costs. Hawaii and Alaska are the only two areas of the United States where the Rent Plus program is available.

Another view of Hawaii is offered by Navy Counselor Second Class Julie McLaughlin of CinCPacFlt. McLaughlin, who serves as command career counselor for the staff, has been in Hawaii for nearly three years.

"When I first arrived in Hawaii, I found the people were not quite as friendly as I'd expected," she says, recalling travelogue scenes of visitors greeted with leis and kisses. "I've learned you have to get to know Hawaiians to appreciate them."

McLaughlin said she also found considerably more highways and high-rise apartment complexes than she expected.

"It's certainly not like the Elvis Presley movie scenes," she recalls with a laugh.

McLaughlin enjoys fishing.

"Fishing in Hawaii is somewhat different from the mainland," she says. "The



Top: Sailors at NAS Barbers Point clean the hangar.

Left and below: A P-3 Orion takes off for an early morning flight.



Clockwise from top: Enjoying the surf. Fresh water minimizes corrosion from salt water spray on a P-3. USS Arizona Hall's 15-story barracks. A Marine and his dog on Ford Island.

poles you use are about 14 feet long; you fish from shore, and the fish you catch can be anywhere from 20 to 70 pounds."

Personnelman First Class Dorothy Karvi runs the CinCPacFlt pass liaison office, in cooperation with the personnel support detachment at Pearl Harbor. Unlike McLaughlin, who is single, Karvi is married and has a 5-year-old son. Her husband, Ronald, is a chief petty officer selectee. She has been in Hawaii for almost seven years.

"Mathew (her son) was born here in Hawaii, at Tripler Army Medical Center," she says. "He's totally *kama'aina*, that is to say, native in his outlook. He speaks both pidgin and standard English, and has learned songs in Japanese."

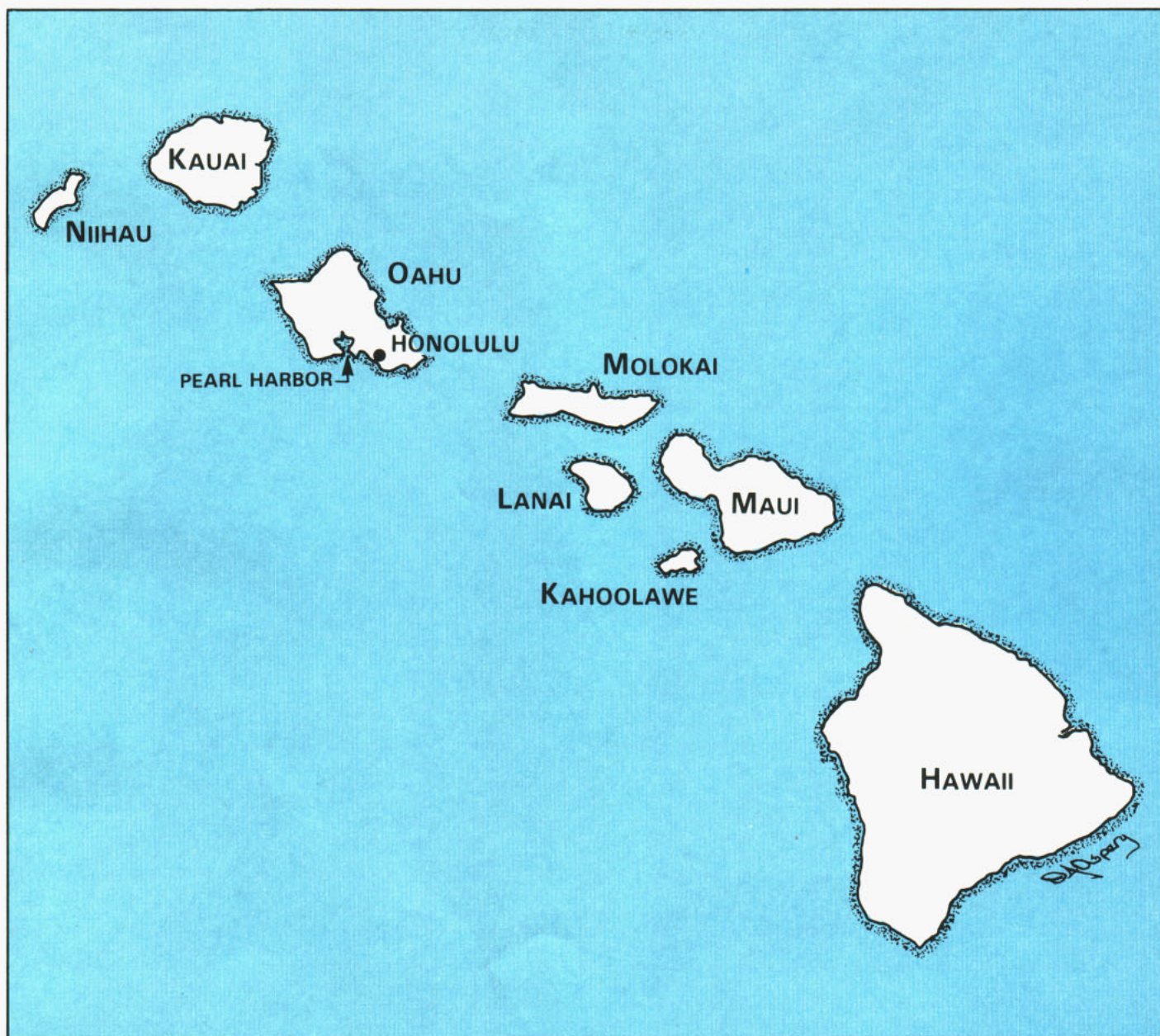
Contrary to popular belief, the Ha-

waiian language is seldom spoken on Oahu. Pidgin English is used instead by most islanders. Originally an outgrowth of attempts at communication among speakers of different languages, pidgin English—or, more popularly "pidgin"—has become a sort of badge of belonging among those who wish to be considered local, or *kama'aina*.

The Karvis' intend to join the ranks of many other military families who have settled in Hawaii after retirement.

Shipboard sailors say Hawaii takes some getting used to and becomes enjoyable once the adjustment is made.

Hull Maintenance Technician Third Class Billy Peveler is a single sailor on board the Pearl Harbor-based frigate USS *Whipple* (FF 1062), who describes his job



as "lots of hard work." Like so many others expecting the stereotypical picture of paradise, Peveler was initially surprised to find Hawaii urbanized and developed.

"I didn't care much for Hawaii when I first got here, but now I realize how much Hawaii has to offer," he says. Hawaii is unique, says Peveler, in its heritage of immigrants from many diverse cultures. "Just about everybody here seems to be from somewhere else," he says. "Native Hawaiians make up less than 5 percent of Hawaii's population."

"Hawaii has so many activities to offer, it would be hard not to have a good time," says Peveler.

Peveler's shipmate, Boiler Technician Third Class Gary Eisenga, also a bachelor, is a motorcycle enthusiast who initially

was dismayed at the amount of road construction he encountered.

"The first thing I saw when I flew over Oahu was construction work everywhere," he explains. "There aren't any roads around here where I can drive for 30 minutes or more without having to stop. I do like it here but it's definitely not my idea of paradise."

Eisenga goes on to explain that in spite of the restrictions on his motorcycle riding, he really does enjoy Hawaii.

"The weather is definitely an asset, and there's a lot to do," he says. "I never thought I'd be living here. All my friends back home are jealous."

Even if Hawaii is paradise to some, this is little consolation to those faced with a traditional Navy hardship—separation


from family. Hull Maintenance Technician Fireman Richard Keenan of *Whipple* knows this full well. Keenan's wife, Connie, and stepson, Jason, live on the mainland while he serves his tour on board *Whipple*.

"Hawaii has little effect on my family life," he says, "but the distance between us has a great effect. I hardly ever get to see my wife. This is the hardest thing I've ever had to cope with in my whole life."

Keenan copes by frequent correspondence with his wife and by relaxing on Hawaii's beaches.

The situation is different, however, for the sailor whose family comes along. Hull Maintenance Technician Second Class James Morris, a welder and fire marshal on board *Whipple*, lives in Hawaii with





his wife, Shirley, and 10-year-old daughter, Melinda. The Morris family is active in church activities, and Morris says of Hawaii, "Other than Heaven, I don't think there is any other place I'd rather be. I love it."

Morris describes Hawaii as "just like home and family" to him and Shirley, and would like another Hawaii tour.

"There is something about the islands. I can't let go," he explains. "I think it's the love of God and His people."

Hawaii is not, however, without its problems, as Herbig of VP 6 points out. "It's just plain crowded here," he says.

To help alleviate crowding—specifically the lack of government quarters that has driven so many single shore-based sailors to live on the economy—the Navy ordered two new high-rise barracks built at the naval station: the recently completed USS Arizona Hall, and USS Utah Hall now under construction.

USS Arizona Hall, built at a cost of \$7.5 million and furnished at an additional \$750,000, houses both men and women in paygrades E-1 through E-6. Its cost-efficient design makes full use of trade-winds for ventilation, eliminating the need for air conditioning. Solar water heaters provide 30 percent of the hot water requirement for an additional savings. Every room has a ceiling fan and a bathtub.

"The bathtub seems to impress a lot of people who visit these barracks," says Lieutenant Commander Arthur Cheu, supply officer for the naval station and officer in charge of the barracks. "Many people have commented on the fact that the rooms have their own bathtubs rather than com-

munity showers. It gives people more privacy."

USS Arizona Hall houses 390 occupants, though it was originally designed for 450. USS Utah Hall, scheduled for completion by April, will not be quite as big as USS Arizona Hall, according to James M. Harshey, billeting director of Arizona Hall. It is planned to be an 11- or 12-story structure with 105 rooms for 315 residents.

Military families in Hawaii live either on the local economy or in government quarters. Enlisted housing areas fall into two categories: junior enlisted (E-1 to E-6) and chief petty officers. First class petty officers eligible for advancement are given the option of living in CPO-designated areas if units are available, to preclude moving should they be promoted during their Hawaii tours.

One area of officer housing, the Makalapa housing area near CinCPacFlt headquarters, is reserved for captains and flag officers. Remaining officer housing areas do not conform to any specific pattern. Some areas, such as Iroquois Point at Ewa Beach, near Naval Air Station Barbers Point, are available to all officers of paygrades 0-1 to 0-6. Others are restricted to specific paygrades. Maloelap housing, near Honolulu's Salt Lake district, for example, is only for people in paygrades 0-5 and 0-6.

Types of duty for Navy people in Hawaii run the gamut from major staffs to ships and aircraft squadrons to specialized commands. No Navy warfare specialty or job category is overlooked in Hawaii. In addition to the commands already men-

tioned, there is at Wahiawa, near the Army's Schofield Barracks, the largest U.S. Naval communications activity in the world—the Naval Communications Area Master Station, Eastern Pacific.

The U.S. Naval Central Command is the Navy's arm of the Rapid Deployment Force, and is headquartered at CinCPac-Flt. Navy musicians assigned to the Pacific Fleet band play at concerts and of-

ficial ceremonies, besides performing every Thursday morning at CinCPacFt headquarters for the morning colors ceremony.

The USS *Arizona* Memorial visitors



Recreation in Paradise

Story by JO3 Lesa Jean Kirsch

Aloha!

In Hawaii, a land often described as "paradise," recreation might be any one of a thousand different pastimes. Our youngest and only island state is one of the most popular vacation spots in the world.

To some, the islands are a place for quiet repose. In the shade of Diamond Head, the state's most celebrated landmark, are oceanfront vistas that inspired Robert Louis Stevenson. In nearby Kapiolani Park, where Hawaiian royalty once played polo, enormous spreading banyan trees lend an exotic charm to such activities as kite flying or soccer matches, as well as shade for picnics. Sunday arts and

crafts fairs attract old and young passersby.

Sports enthusiasts in Hawaii have scores of choices. Each December, the Honolulu Marathon draws more than 10,000 entrants and thousands of spectators. The Hawaii Islanders baseball team, the minor league "farm team" for the Pittsburgh Pirates, and the University of Hawaii football program draw large followings. Other individual and team sports are as varied as Hawaii's visitors. Water sports range from surfing and sailing, to snorkeling, scuba diving and deep-sea fishing.

Joggers and bicyclers, tennis buffs and golfers are as common to the parks and links as blue sky overhead. For those who seek something a little more out-of-the-ordinary, there is polo, rugby, hang glid-

ing and windsurfing, cross-country decathlons, triathlons—and the list continues.

For others, Hawaii is a place to discover and explore the cultural intermingling of east and west. A walk through Waikiki offers a panorama of culinary selections with restaurants offering Japanese, Chinese, Polynesian, French and even regular American style food at its finest. A diner can choose dishes from crab to kim chee, oysters to octopus, egg rolls to aku (fish) with prices ranging from moderate to absurd.

Discount rates are available for active duty and retired service people on a number of tour packages, local lodgings and recreational equipment.

The Hale Koa, meaning "House of

center, providing free public tours is well-known, but lesser known and more personal is the VIP Tour, not available to the general public, conducted by the staff of CinCPacFlt.

Seaman Barbara Gerhardt is one of the guides and narrators. Though presently designated a data processing technician, Gerhardt took the competitive Navywide examination for boatswain's mate third

class in September. Gerhardt, stationed in Hawaii since January 1982, is not only a qualified coxswain, but also instructs others in that demanding duty.

"My duties here at the boathouse consist mostly of keeping the three boats ready and well-maintained," she says. "When we go out on tours, I narrate the tours as well as pilot the boat."

Gerhardt is looking forward to the prospect of being a rated boatswain's mate. "The Navy seems to be glutted with data processors right now. I've been doing boatswain's mate work for almost three years, and my chances seem better in that rating. There's always something new and interesting to learn as a boatswain's mate," she says.

Length of Hawaii area tours of duty are set by the Department of Defense, and service people stay for a minimum three years. Duty in Hawaii is not for everyone, however. Despite all that Hawaii offers, complaints of "island fever" are sometimes heard. On the other hand, there are countless examples of service people who have voluntarily extended their area tours as they rotate from shore duty to Pearl Harbor-based ships, or the other way around.

Whether it's love or hate, however, most tend to agree that duty in Hawaii is not quite like duty anywhere else. It is shore duty for men and overseas duty for women. It is also stateside duty, yet it isn't.

Hawaii, our 50th state, has become rapidly more Americanized in the past 25 years, growing out of an independent kingdom with its own customs and culture; but cultural patterns co-exist all over Oahu, and to an even greater extent on neighboring islands.

Its climate exhibits a year-round sameness, yet at the same time radical differences—a torrential downpour may be only a mile away from a perfectly dry area.

The view generally agreed upon by most who have served in Hawaii is that the brochures and travelogues paint a pleasant picture—but they don't tell the whole story. □

JO1 Siggia worked in the public affairs office, Commander in Chief Pacific Fleet, Pearl Harbor, Hawaii, when he wrote this article. He now serves aboard USS Dwight D. Eisenhower (CVN 69).

Warriors," is a recreation center for people of all services on Waikiki beach. This 416-room hotel, operated by the Army, is popular year-round, so reservations must be made well in advance. The Hale Koa offers a full-service exchange, barber and beauty shops, tour information, a first-class dining room, indoor and outdoor lounges, tennis, volleyball and picnic areas, shuttles to nearby golf courses and moderate rental prices on such sports equipment as snorkel gear, surfboards, outrigger canoes and sailboats.

But discount rates aren't the only thing many hotels offer military guests. There are swimming pools, private boat docks, catamaran cruises, international restaurants and lounges, private conference rooms and more. One may enjoy a Polynesian show like the "Don Ho Extravaganza," or make reservations for a luau on the beach.

Speaking of beaches, how about just pitching a tent on one and enjoying the sunset? That's easy enough. All that's needed to rent camping equipment from one of the many military facilities on Oahu is an ID card. A camping permit, also required, is obtained from the parks and recreation department for a nominal fee. Also available to active or retired service members are beach cottages at Bellows Naval Station Barbers Point and Waianae Pokai Bay. Reservations are recommended.

Among the places visitors to Oahu enjoy are the Polynesian Culture Center, displaying examples of the many Pacific cultures, located on the north shore of the island; Waimea Falls Park, with rare and exotic plants from all over the world and spectacular cliff diving shows; the Iolani Palace, the only true palace on American soil; the Academy of Arts on Beretania Street, featuring permanent displays in Oriental, European and American art, as well as changing exhibits; Hanauma Bay, in Koko Head Park, a favorite for snorkelers, divers, sunbathers and picnickers;

and the International Market, a large cluster of shops, restaurants and nightspots in the heart of Waikiki.

There are six other major islands in the Hawaiian archipelago, four of which may be visited.

Hawaii, also called "the Big Island," is a "must-see" with its Volcanoes National Park and the Devastation Trail. Hawaii is also host to the annual Iron Man Triathlon, and the Hawaiian International Billfish Tournament takes place each year in the waters off Kona.

Maui, the Valley Island, boasts the Haleakala Crater, rising 10,000 feet from the ocean floor with a spectacular view of the surrounding area and the tops of the clouds at one's feet. Humpback whales return each winter to spawn in the waters off the coast of Maui near Lahaina.

Kauai, aptly called the Garden Island, is covered with lush vegetation and is the stuff postcards are made of with its rugged Na Pali coast and Waimea Canyon stretching 10 miles long and more than 3,500 feet deep.

Molokai is the Friendly Island and a sportsman's dream, with exceptional fishing, hunting and camping. Lanai is the Pineapple Island wholly owned by the Dole Company.

The two other islands of Hawaii are Kahoolawe, once the royal penal colony now used for gunnery and bombing practice by Navy, Army and Air Force ships and military aircraft, and Niihau is privately owned and visited by invitation only. It is the home of about 300 of the relatively few remaining pure Hawaiians.

Whether sunning on the beach in Waikiki or cruising quietly off the Na Pali coast at sunset, visitors can find a small piece of heaven in this land called paradise.

Aloha!

JO3 Kirsch works in the public affairs office, Commander in Chief, U.S. Pacific Fleet, Pearl Harbor, Hawaii.

Medical Mechanics Of the Air



To the airborne Navy, they are mechanics of a different breed.

Instead of wrenches and screwdrivers, their tools are stethoscopes and hemostats. Instead of state-of-the-art aircraft, they work on the even more sophisticated human body.

They are the Navy's flight surgeons.

"The mission of a flight surgeon is to ensure that everyone associated with the aircraft community is kept healthy," said Lieutenant Duncan S. Barlow, officer-in-charge of the Marine Aircraft Group 24, Kaneohe Bay, Hawaii. "That includes the pilots, air and ground crew members, air traffic controllers, and the search and rescue corpsmen."

Seven flight surgeons are attached to MAG 24. Each is responsible for one or more squadrons and handles everything from flight vertigo to annual physicals.

Flight surgeons learn their special skills at the Naval Aerospace Institute at Pensacola, Fla. They study aerospace physiology, the science of what happens to the body in a flight environment, for six months.

"We learn how to monitor the stresses and G-forces of high-altitude flying as well as hypoxia, a condition in which the body's tissues don't receive enough oxygen," Barlow said.

Flight surgeon Lt. Duncan S. Barlow boards an F-4 Phantom. Flight surgeons are required to fly at least 24 hours every six months. Photo by Sgt. Christopher Wood, USMC.



Prevention is a basic creed taught at the institute, where prospective flight surgeons are told they probably won't be able to see all of the results of the work they do.

"The average price tag for naval aviator training is more than \$1 million. If a pilot disfunctions, the military loses a large capital outlay," Barlow said. "We try to prevent that."

Flight surgeons are required to fly a minimum of 24 hours every six months to help them fully understand what aircrew members go through. They experience the G-forces to which crew members are exposed, the heat of the cockpit, and the stress of communicating with traffic controllers.

Not all the airborne community's medical problems stem from the work environment.

"A ground crew member's most pressing health problems often are inadequate rest and poor diet. In their age group,

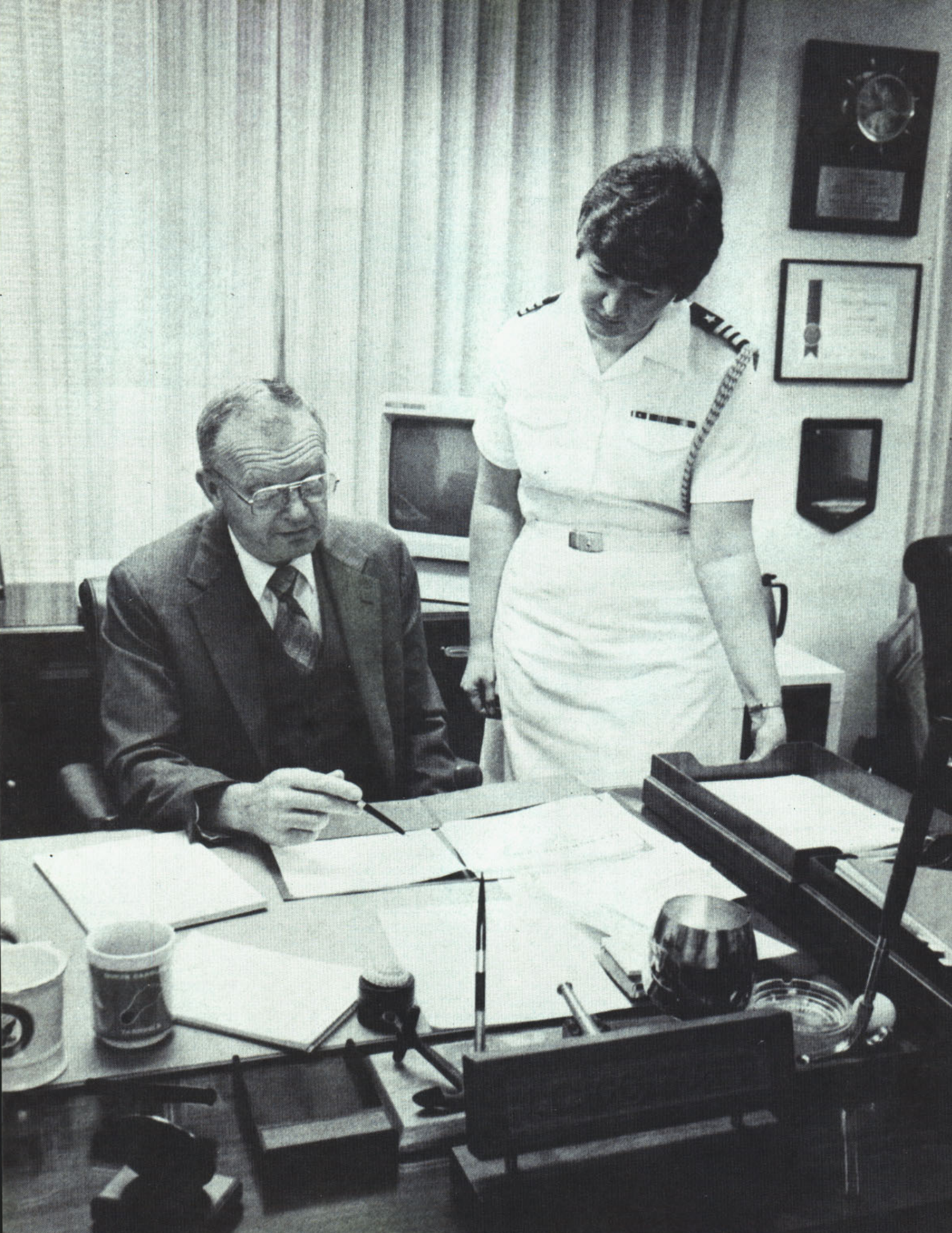
there's a tendency to deplete the body's reserves," said Lieutenant Doug Hade, MAG 24's senior flight surgeon.

Most flight surgeons find their job rewarding despite often taxing schedules.

"I like the independence of my job," Barlow said. "I also get a lot of satisfaction in having air and ground crew members come to me with their medical problems, because when I diagnose them correctly and treat them properly, the squadron shines." □

—Story by Sgt. Christopher Wood, Marine Corps Air Station, Kaneohe Bay, Hawaii

Flight surgeon Lt. Doug Hade examines a crew member of Marine Aircraft Group 24, Kaneohe Bay, Hawaii. Flight surgeon's duties range from treating flight vertigo to administering annual physical examinations. Photo by Cpl. T.J. Clark, USMC.



Jim Colvard: Doing The Job Right

"I have always had a very fundamental, deep respect for other people and their talents. I have always felt very comfortable in recognizing and managing these talents. Frankly, I have been successful because other people have made me successful."

—Dr. James E. Colvard

Story and photos by JOC James R. Giusti

Dr. James E. Colvard eased his lean body into a conference chair and glanced out the window of his spacious office in Arlington, Va. Thirty-three years ago he was a seaman in the Navy. Five years later he was a GS-5 Navy civilian. Today he's the highest ranking non-politically appointed civilian in the Navy and the dep-

uty chief of Naval Material Command.

As deputy chief, a position he's held since 1980, Colvard helps manage and administer more than 200 Naval Material Command installations worldwide, with an annual budget of nearly \$50 billion and more than 241,000 military and civilian employees. He brings to the job years of

technical experience on projects ranging from satellite tracking system designs and submarine navigation system development to Navy laboratory management.

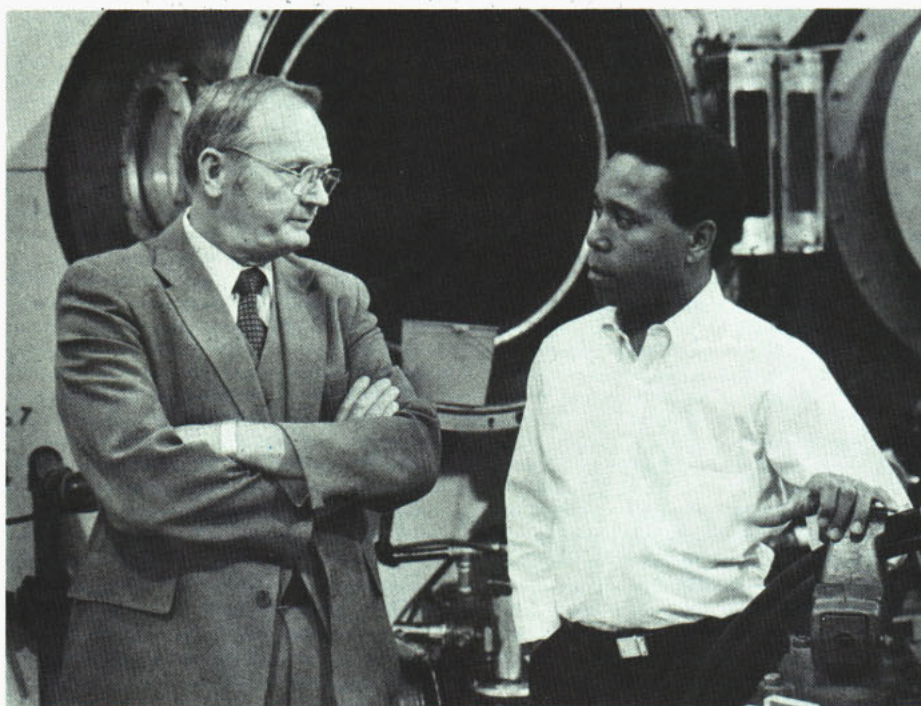
That's a long way up from Colvard's first tour with the Navy.

Colvard enlisted shortly after the outbreak of the Korean War. His patriotism and his older brother's experience in World War II sold him on the Navy. It was a move that changed his future.

"I felt that if your country was at war you were supposed to be in the service," he said, speaking clearly and quietly.

"My brother's sea stories made the Navy seem awfully glamorous, so even though I had an educational deferment, I volunteered for three years," he continued. "Once in, I had tremendous pride in being in the Navy, and I still have it after 28 years as a civilian employee."

Colvard attended boot camp at Bainbridge, Md., and had a combined general classification test and arithmetic score (the Navy's equivalent of college entrance ex-



Opposite page: James E. Colvard meets with his executive assistant, Cmdr. Margaret S. Debien.
Left: Colvard chats with Ken Caudle at the Naval Surface Weapons Center detachment, White Oak, MD.

Doing The Job Right

ams) in the high 140s. "They said with those kinds of scores you could go anywhere you wanted," Colvard recalled with a slight grin. "So they gave me orders to the deck force of USS *Albany* (CA 123).

"My first duty on board the cruiser was holystoning the teakwood deck and, as I looked around, I thought there was an awful lot of deck to keep clean."

Within a few months, Frank Drake, then a lieutenant junior grade, had discovered how high Colvard's test scores were and rescued him from a swab. Drake, the ship's electronics officer, ultimately influenced Colvard to develop his technical and management skills.

Like many young sailors, Electronics Technician Third Class Colvard found his Navy enlisted service a unique educational experience and a time of maturing.

"I treasure my time as an enlisted man, especially what I learned from that lieu-

tenant j.g.," Colvard said. "He was a class person—one who would let you ask a really dumb question but give an answer that would not make you feel dumb. I gained tremendous respect for people who could deal with other people with a kind of human dignity that makes them feel all right about themselves. I'm sure that's why I still work for the Navy today. After college, I had better offers from private industry, but I came back to the Navy."

Following his seafaring days, Colvard earned a bachelor's degree in physics from Berea College in Kentucky. Later, he earned a master's degree in public administration from the University of Oklahoma and his doctorate from the University of Southern California.

Dr. Colvard began his civil service with the Navy in 1958 as a physicist at the Naval Ordnance Test Station, China Lake, Calif. Except for a two-year tour at the

Applied Physics Laboratory, Johns Hopkins University, Baltimore, Md., he remained at China Lake until 1969 and held a number of management positions at the naval weapons center there.

Colvard established his management style during his tenure at China Lake. Judy Bernard, a branch secretary in a division Colvard directed in 1967, recalled, "He was a very smooth, well-controlled person, and the organization was always well-orchestrated.

"One of the most remarkable things about him was his openness and interest in people," she continued. "He always had an open door. If you went to him seeking help, you always received help."

Colvard takes a strong interest in developing the professionalism and skills of his people and is a driving force behind civilian career upward mobility. Many people around him continue their educa-



tion and move up the occupational ladder. Bernard said Colvard indirectly influenced her to finish college. She's now the financial manager for reconnaissance and electronic warfare systems at the Naval Air Systems Command.

In 1969, Colvard moved to the Naval Weapons Laboratory, Dahlgren, Va., where he held several key executive positions. In 1973 he was appointed technical director of the lab. The following year he became technical director of the Naval Surface Weapons Center when the weapons and ordnance labs were merged.

One of his first positions at Dahlgren was department head, and one of his division heads was Leaton M. "Ted" Williams.

"Jim's one of those folks who leads rather than directs," Williams said. "When you direct people, you make the decisions and tell your people what to do and how to do it.

"He is a leader. When you lead, you make use of all the folks under you for making decisions. Jim gave us the opportunity to make our own decisions—and to learn and grow. This learning and growing facilitates upward mobility. A number of people who have worked for him have advanced to much higher positions," he explained.

Williams has climbed the promotion ladder too. Today he's the deputy technical director at Dahlgren.

"I'd certainly like to think Jim Colvard has influenced my managerial style," Williams said. "We're all individuals and develop our own individual styles, but he taught that you can have a lot less direct control and do a lot more leading."

Colvard clasped his hands together and reflected on some of the highlights of his career.

"I've had fantastic opportunities in the Navy," he said. "One of my most rewarding experiences was at China Lake during the mid-60s when we built the electronic warfare range. We built a facility from scratch that simulated surface-to-air missile sites in North Vietnam with a work force of mostly ex-enlisted. We worked 12-hour days, seven days a week. You didn't have to encourage those people—their own sense of pride and involvement carried them through.

"To see that facility operate and then to see the loss rate of our pilots and aircraft drop drastically was one of the most satisfying things in my career.

"My present job is satisfying and very demanding as well. It takes a long time

to see results in this job. That requires a lot of patience and a lot of confidence that you're doing the right thing," Colvard said.

"Dr. C," as he is called by staffers, carries more into his job than technical expertise and an impressive set of education credentials; he brings his own philosophy. "My key to success has been very simple. I'm very realistic about myself. I understand my limitations, strengths and weaknesses. I don't take myself seriously, but do take my job very seriously," Colvard said.

Colvard is unassuming about his success and when asked about it, said, "First, one has to agree I have been successful. I have tried constantly to improve myself and to take advantage of opportunities as they come along."

Dr. Colvard's example has impressed his peers and the Navy leadership. Last year, he was awarded the Department of Defense Distinguished Civilian Service Award for his contributions to the Navy and the rank of distinguished executive.

In announcing the award, Secretary of Defense Caspar Weinberger said, "Dr. Colvard's sound professional guidance has been invaluable in the planning and administration of scientific research and development of Department of Defense programs. He effectively used in-house research and development centers in the acquisition process, restructured the management of the technology base program and streamlined the personnel process to reduce processing time."

Colvard also holds the Michelson Laboratory Fellowship Award for Management and the Navy Distinguished Civilian Service Award.

Colvard is very vocal about senior civilians being able to perform at a level of responsibility equivalent to that assigned senior military officers. "There is no equivalency in rank between a flag officer and a senior civilian executive," he said. "We (Navy civilians) often make the mistake of trying to equate those positions on the basis of salary. That's foolish. A flag



Opposite page: Colvard talks with SN Laural Shie (center) and SN Teresa Hale at Naval Surface Weapons Center, Dahlgren, Va.
Left: Colvard swaps stories with BM2 George Dodson at Dahlgren.

Doing The Job Right



officer reaches that position through a long rite of passage and development in a community and culture that civilians don't go through. So it's an insult to a naval officer to say that we're equivalent to some level of flag officer."

Colvard believes his primary task as deputy chief of the Naval Material Command is to help develop a more effective and closely knit military-civilian Naval Material Command team. Ninety-five percent of the command's work force is civilian.

"This command is a military organization that exists to serve the needs of the Navy," he said. "NavMat doesn't exist for employment or as a social institution. Yet, it gets most of its work done with civilians. We have to take the strengths of the two cultures, military and civilian, and build an effective team."

"I can think of no greater sense of pride than that which comes from doing something for your country that average citizens can't do by themselves. In today's 'high-tech' world, the average man on the

street can't judge when something has been done properly. So we who are inside the system, in or out of uniform, who have the opportunity to make those decisions, have a tremendous professional and moral obligation to do the job right.

"We have been hard at work installing programs that allow us to use our civilians more effectively and balance career assignment decisions between the needs of the Navy and the needs and desires of the individual. Our scientists, engineers and other employees are and must remain part of an integral team. A civilian can now go from being a worker on a repair bench to a senior civilian working side by side with a three-star admiral. We never had that before."

However, Colvard believes the Navy must do even more in this regard. "It's very important to develop our civilian work force as part of the Navy, as valued assets to the Navy, and as members who can help satisfy the needs of the Navy. We have invested a lot of time and energy in creating programs that allow civilians,

particularly women, who have the intellectual capability and internal motivation to move into new roles.

"But equal opportunity does not guarantee equal results. It takes a lot of hard work, and there's no guarantee of success, just the opportunity for it. We give people a chance to run in the race. We can't guarantee they'll win it."

Colvard said Navy civilians want to prove they're as loyal and dedicated as any sailor. They're telling the Navy, "Try me. Give me a chance."

"Nothing motivates a person, whether it be military or civilian, more than his own sense of pride for having done a job well. But this is not an eight-hour-a-day job. There is no question in my mind that I'm *in* the Navy and not just working for it. I just wear a different uniform." □

—JOC William Berry
contributed to this article.

JOC Giusti worked for the Chief of Naval Material when he wrote this article. He is now aboard USS Coral Sea (CV 43).

NAVAL MATERIAL COMMAND

The Naval Material Command is the Navy's single agency for life cycle acquisition and logistic support of naval weapons and related systems. Among NMC responsibilities are research and development, procurement, production, installation, overhaul and modernization. All of its activities exist to equip the operating forces of the Navy and Marine Corps and to maintain their readiness. NMC acquires and supports ships, submarines, aircraft, weapons, missiles, ammunition, land facilities, electronic equipment and related systems. The major operating divisions are five Naval Systems Commands. Each has responsibility for assigned systems and services. Mutual support and cooperation occur in many cases, such as the integration of aircraft and shipboard systems for aircraft carriers. Certain major weapons systems are assigned to project managers. Nine research and development centers provide a unified, in-house capacity to pursue needed advancements in naval technology to support systems commanders and project managers.

A Long Way Home



For Navy musician Bill Humble, it's been a long way home.

After 16 years of civilian life, the talented musician recently returned to the active duty Navy to do what he wanted to do—play music.

Some might say Musician Second Class Humble struck it big as a civilian musician. He played bass guitar behind such big name singers as Elvis Presley, Glen Campbell, Tom Jones and Chet Atkins.

“Working in the recording studios was great,” Humble said. “There is a real thrill in working with the best.”

He also played trombone and guitar with the Nashville Symphony, a radio staff band and on movie soundtracks.

Humble said his career was progressing steadily until the economy slowed in the 1970s and it was difficult to find jobs as a musician. He then tried various survival measures, including starting a music production company and a program on cable TV.

“There were so many hassles involved with those efforts. I was forced into becoming a businessman, with a lot of headaches to contend with. I finally had to ask myself what those headaches had to do with my playing,” Humble said.

He found the answer to his problems one day sitting in his own living room when a Navy recruiter was talking to his son about joining the Navy. Listening to the talk about Navy life brought to the musician recollections of a simpler time when he was free to pursue his true interest, playing music.

Today Humble is pursuing that interest as a member of the Navy Band assigned to Naval Air Station Memphis, Millington, Tenn.



“The Navy Band is quite an outfit. I have been happily surprised by the level of talent I’ve found there,” Humble said. “The band puts on a really good show.”

—Story and photos by J01 Melanie Morrell, public affairs office, Chief of Naval Technical Training, NAS Memphis, Tenn.



No Fun at War Games

Story by JO1 Roger Gassiott

Admirals and generals evaluate battle strategy and tactics by moving miniature ships, artillery, men and vehicles on large game boards simulating battles. It's called war gaming.

Navy Seabees train in war games, or mock combat, too. But men of U.S. Naval Mobile Construction Battalion One, Gulfport, Miss., learned that labeling a field training exercise a "game" was a mistake. From the first day in the field, they realized simulated combat situations were serious business.

Hundreds of Seabees, loaded down with sea bags and field equipment, boarded vehicles at the Construction Battalion Center, Gulfport for sprawling Camp Shelby, near Hattiesburg, Miss.

The normal battalion information was disbanded, and new units of mortar crews, rifle squads and communicators were formed. Then came 15- to 18-hour days of exhaustive training on camouflaging techniques, patrolling and ambush, digging foxholes, practicing

first-aid, firing weapons, and tossing hand grenades.

In the pre-dawn darkness of the sixth day at Shelby, the first wave of Seabees was transported to the battle zone. Buses and trucks were fired upon almost immediately from a mock ambush. The early arrivals to the battlefield were forced to fight off aggressor forces before a defensive perimeter could be established.

Within hours, Seabees built the command operations center, administration and supply, hospital, galley and storehouse tents. The compound was encircled by watchful sentries in a network of foxholes.

Attacks against the perimeter increased steadily until just before nightfall, when the Seabees, buried in foxholes throughout the long, hot day, were faced with a continuous onslaught of aggressor forces attempting to break through the lines. The Seabees knew the decisive battle would occur soon after nightfall.

Seabees from Naval Mobile Construction Battalion One at Gulfport, Miss., prepare for combat by taking part in realistic war games at Camp Shelby, near Hattiesburg, Miss. Photos by PH2 Rick George and PHAN Billy Jennings, PAO, NMCB 1, Gulfport, Miss.





As the sound of gunfire and mortar explosions became a continuous roar, everyone along the perimeter got into the act. The cumulative protective fire eliminated any hope the aggressor forces had of penetrating the lines. Green flares signaled the end of the exercise, and weary, dirty Seabees crawled from their foxholes, beaming. Their lines had held and "the enemy" was driven back.

The war games ended 15 hours after they began. The men of NMCB-One proved to themselves that they "can do" in an arduous simulated-combat situation. Although the "games" proved to be work, not fun, they felt better prepared for the test of real combat. □

JO1 Gassiott is attached to the public affairs office, Naval Mobile Construction Battalion One, Gulfport, Miss.



New Navy Crane Ship

Story by Martin Gershen

Retired Chief Gunner's Mate James McGuire undoubtedly has had his fair share of backbreaking work in the Navy and as an able-bodied seaman in the Merchant Marine.

Now, however, he has been trained for a new and less physically demanding seagoing job. He operates the portable control box of a novel vessel—a crane ship—the SS *Keystone State* which is under the operational control of Military Sealift Command.

The newly developed ship is the missing link for which Navy logisticians have been searching to provide ship-to-shore movement for container ships.

"The character of the world merchant

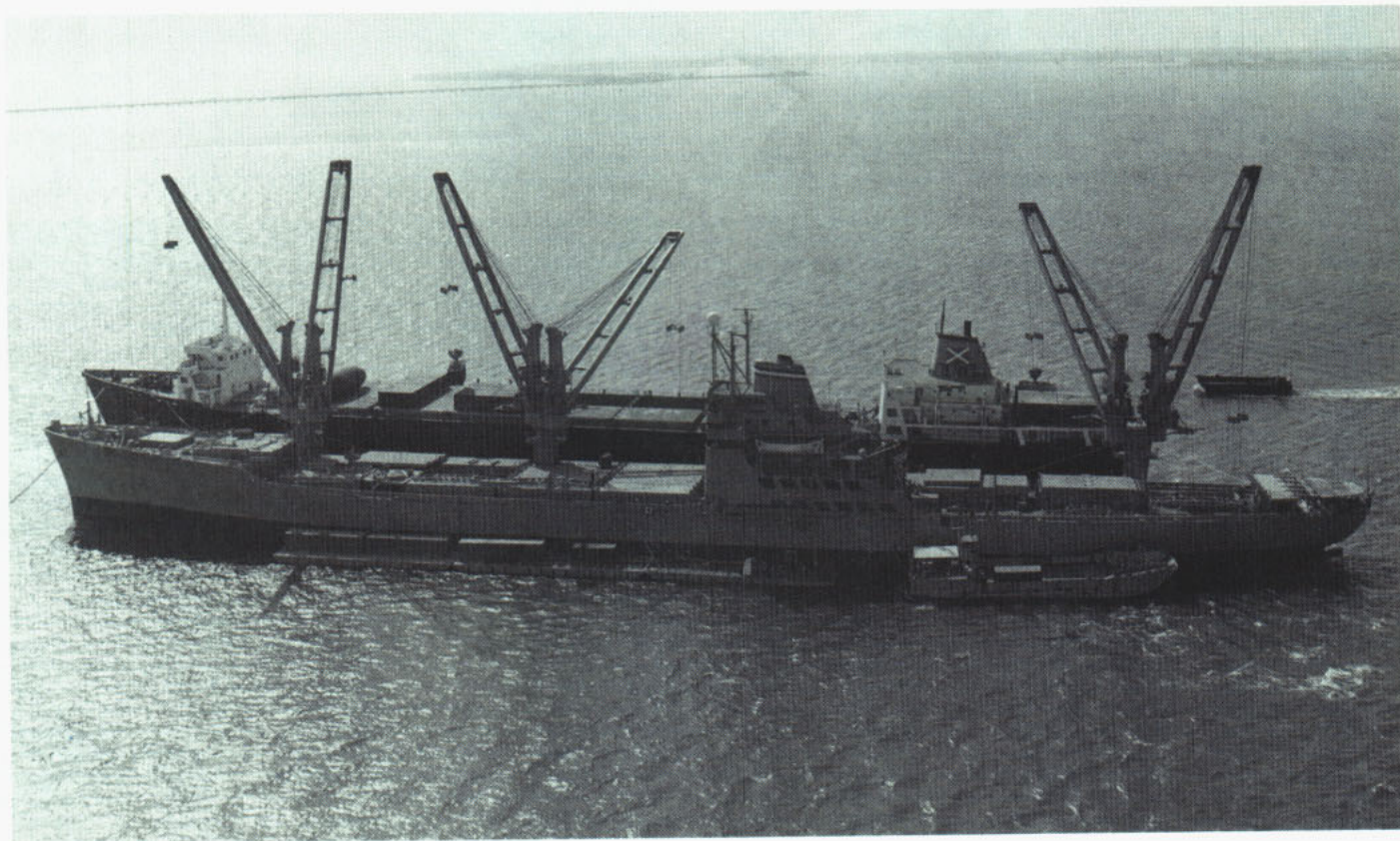
fleet is changing largely to non-self-sustaining container ships, which are not as militarily useful as the traditional freighter," explained Vice Admiral William H. Rowden, Commander, Military Sealift Command. "These changes are based on the economic demands of today's highly competitive shipping market. Faced with this reality, we have been developing programs to adapt to these container ships to meet strategic sealift requirements. The crane ships are a key part of this effort."

Until now there was no way of unloading containers unless a port had specially designed lifting facilities. The problem was: How could military cargo be put

ashore in primitive areas of the world or in modern ports where the container crane had been damaged by enemy fire? The solution is *Keystone State*, developed by the Naval Sea Systems Command.

Feasibility studies for the crane ship began in February 1982. The finished product was delivered to the Maritime Administration in May 1984—one month ahead of schedule.

The 20-year-old *Keystone State* was a container and passenger ship that had been placed in the National Defense Reserve Fleet when it was selected to be the prototype of the new class of crane ship. It now has six booms arranged in three pairs on the starboard side. Each computer-con-



trolled crane can lift a 20- or 40-foot container. Each pair of cranes can lift an M-60 battle tank. Four cranes working together can lift a 90-ton causeway.

Each boom has two crane operators. One sits high in the crane's pedestal and does much of the lifting. When the first operator no longer can see his cargo, he turns the operation over to a second man. The second operator can control the crane from the ship's rail or from a second ship or from wherever the container is placed. He has fingertip control of up to 33 tons of cargo that will move up, down or sideways. Each crane has a 108-foot reach and can unload the outermost cell of a container ship tied alongside. When fully operational, *Keystone State* can unload 300 containers a day.

Keystone State is the first of 11 ships to be converted into crane ships which are expected to have 20-year life spans. As *Keystone State*'s captain said, "It's a fine ship and the concept is a great idea." □

Martin Gershen is a writer in the Military Sealift Command's public affairs office, Washington, D.C.



Opposite page: SS *Keystone State* (foreground) and container ship.

Top: Crane from *Keystone State* lifts a container.

Left: A container is lowered into lighter.

Above: James McGuire an abled-bodied seaman in the Merchant Marine (left) operates the crane on a portable control box as Andrew Boney, hatch captain, keeps radio contact with the main crane operator.

A Little-Known Recreation Facility

NRC Solomons—near Chesapeake Bay

Story and photos by JOC Miles Sample



Less than 70 miles from Washington, D.C., in historic southern Maryland, lies a little known recreation facility where high quality and low costs provide an alternative to big city pressures and prices.

The facility, near Patuxent River Naval Air Test Center, on Maryland Route 4, is the Navy Recreation Center, Solomons. Its services, facilities and recreation opportunities would be hard to match at commercial resorts, and the center also is close to the test center's commissary, exchange and clubs.

The center is open to active duty military people, active and inactive reservists, dependents and authorized civilian guests from Oct. 1 to May 1. Active duty Navy people can make reservations for the summer beginning January 1. Reservations from people in other services are accepted beginning March 1.

"We offer, near the Chesapeake Bay at the mouth of the Patuxent River, alternatives to long distance travel and commercialism," explained Christine R. Davis, the center's administrative officer.

"Although swimming is not allowed in the river at the center, there are un-

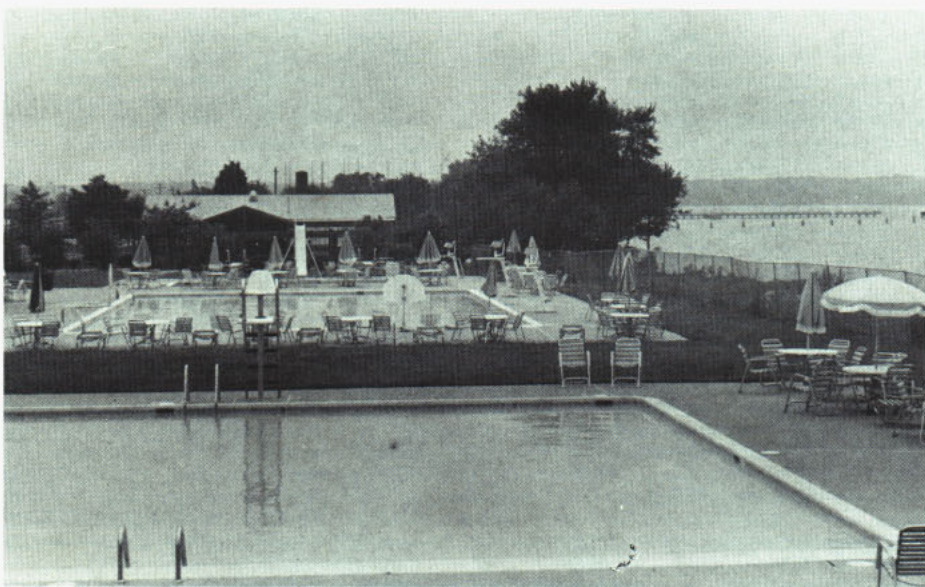


Opposite page: The NRC management team: (from left) Alonzie Scott III, recreation program coordinator; Christine Davis, administrative officer; Mike Greenwood, director; and UTCS David Crawford, CPO in charge and maintenance officer.

Left: NRC Solomons has a 129-slip marina with boat rentals available.

Lower left: Two of the four NRC swimming pools.

Below: Spot fish caught off the center's fishing pier.



crowded, clean beaches for sunning and four swimming pools," Davis said.

Facilities include campsites, upgraded cottages and bungalows, trailers, fully equipped mobile homes with kitchens, picnic tables and grills, a 129-slip marina with boat rentals, a boat launch ramp, a fishing pier, tennis and basketball courts, a golf driving range, bowling lanes, a roller rink and an amusement arcade.

Equipment for issue and rental is available, too. Twenty-five sailors and 40 civilians maintain the center and oversee its recreation activities.

"The natural attractions are the greatest," said Mike Greenwood, the center's director. "We have the best

Chesapeake blue crab grounds in Maryland—maybe on the entire East Coast. That and great fishing make the center a natural for seafood lovers."

Journalist First Class Ed Thomas, who spent a camping trip at the Solomons recently, called the center's services amazing. He and his family stayed three days.

"We rented a tent, swam in the pools, fished off the pier, rented a sailboat and even listened to a free Navy band concert," Thomas said. "The rental fees are half what I've paid in commercial campgrounds, and the hospitality is excellent. It's great to know the Navy sponsors a place as nice as this."

"We make a conscious effort to de-

emphasize the military atmosphere," said Senior Chief Utilitiesman David L. Crawford, chief petty officer in charge and maintenance officer of the center. "The center is similar to a state park, including directory signs that are typical of parks rather than military bases. It's a place to relax."

For reservations and more information, call the Navy Recreation Center, Solomons, in the Washington, D.C., area, 261-2816, Autovon 356-3566, commercial (301) 326-4216; or Naval District Washington Special Services, (202) 433-3005. □

JOC Miles Sample works for the public affairs office, Naval District Washington.

Bearings

1984 Ney Awards Winners

U.S. Naval Station Subic Bay, Republic of the Philippines' enlisted dining facility won its first Captain Edward F. Ney Memorial Award for culinary excellence at the 1984 conference of the International Food Service Executives' Association in Las Vegas. Subic Bay's food service team won in the small ashore category for dining rooms serving 500 people or less daily.

The Ney Memorial Awards are co-sponsored by the association and the secretary of the Navy. Winners are determined after evaluations of the Navy's 650 enlisted dining facilities by local type commanders, a member of a Navy food management team and, finally, by a traveling team of association and Navy representatives.

The facilities compete in six categories based on the number of people served daily. Winners in the other categories were:

- USS *Spadefish* (SSN 668), for the small afloat category serving 150 people or less.
- USS *Cimarron* (AO 177), for the me-

dium afloat category, serving 151-400 people.

- USS *Frank Cable* (AS 40), for the large afloat category, serving less than an aircraft carrier but more than 400 people.

- USS *Dwight D. Eisenhower* (CVN 69), for the aircraft carrier category.

- Naval Administrative Command,

Great Lakes, Ill., for the large ashore category, serving 501 people or more.

Vice Chief of Naval Operations Admiral Ronald J. Hays told the winners, "There is no question about the direct linkage between morale and good food service." ■

—By PH1 Bob Weissleder, FltAVComPac

New Navy Lodge In Washington, D.C.

A 50-unit Navy Lodge recently opened in Washington, D.C.'s, Bellevue Navy Housing Community, a 15-minute drive from the Pentagon. Current unit rates are \$27 a night.

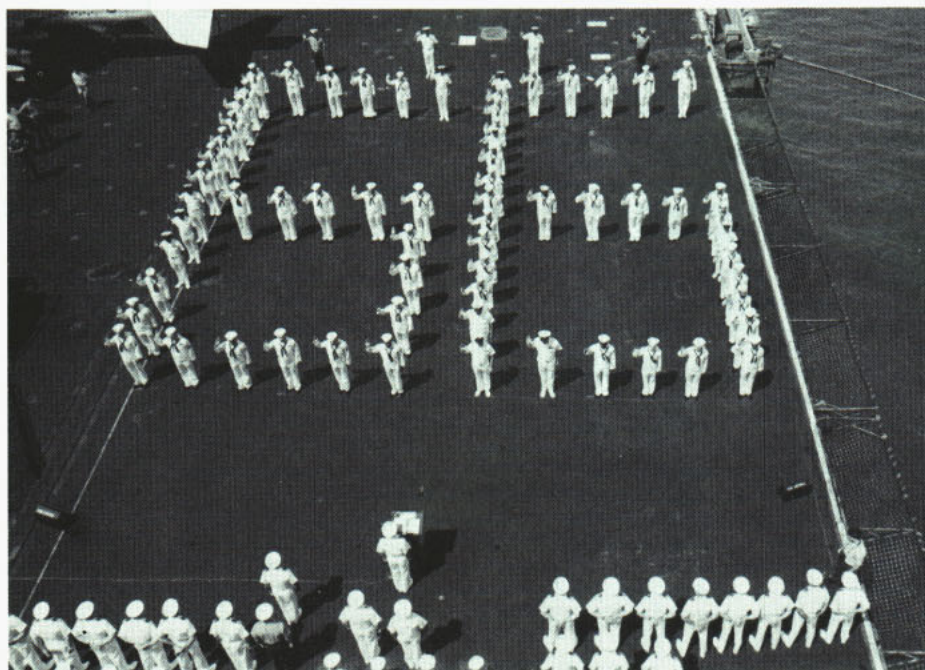
The modern lodge replaces old World War II cottages previously used for temporary housing. Guest rooms can accommodate up to five people, with connecting rooms available for larger groups. All are furnished with two double beds, dresser, sofa, dining table, bath and vanity area, kitchenette and telephones. Ironing boards,

cribs and highchairs are available on request.

Service members on accompanied permanent change-of-station orders may make reservations from five days to three months in advance by calling the toll free central reservation number: 800-NAVY INN (800-628-9466). Reservations for other than PCS reasons can be made from five days to three weeks in advance.

For reservations less than five days in advance or to contact guests, call (202) 563-6950 from 7 a.m. to 11 p.m. daily.

America Re-enlists 70



Seventy people re-enlisted aboard USS *America* (CV 66) during flight deck ceremonies as the Norfolk-based carrier steamed north through the Suez Canal. The mass re-enlistment included two Marines from the Marine Corps detachment, 23 from embarked Carrier Air Wing One squadrons and 45 from ship's company. The re-enlistees formed the ship's hull number on the flight deck during the event.

America's senior command career counselor, Senior Chief Navy Counselor Thomas J. Snee, who suggested the idea for the mass re-enlistment, said "It wasn't just a numbers game. Quality, not quantity, was the major factor."

Snee said nearly everyone received the orders they wanted. The Naval Support Facility, Diego Garcia, served as key liaison to the operation for processing paperwork and negotiating the contracts. ■

—Photo by JO1 Bob Young,
USS *America* (CV 66)

George Allen Physical Fitness Readiness Award



The "Redtails" of Fleet Composite Squadron Eight won the first George Allen Physical Fitness Readiness Award for the best overall performance in Fleet Tactical Support Wing One's command physical fitness test.

Wing One commander Captain Thomas R. Ryan III created the competition to promote physical readiness and friendly competition among the squadrons. Participants earned points based on their performance in each event. After totaling all individual scores, a composite score was collected for each of the 11 squadrons

and used to select the winning team.

The award was named after George Allen, former National Football League and United States Football League head coach, and chairman of the President's Council on Physical Fitness and Sports and the National Fitness Foundation.

VC 8 conducts the physical readiness test four times a year. VC 8's commanding officer Commander Kenneth E. Allen said, "By running the test quarterly, we not only improve our chances of winning the award, we keep physical fitness fresh in everyone's mind." ■

Former NFL head coach George Allen on the track with the "Redtails" of VC 8 at U.S. Naval Station Roosevelt Roads, P.R.

—Story by Lt. Mary H. Basham,
TacSup Wing One,
and Lt.j.g. William P. Cuilik, VC 8

Donohue's Ship Takes Him Home

Many people join the Navy to see the world away from home, but Engineman Fireman Stephen B. Donohue, of USS *Charleston* (LKA 113) is one fellow who happened to reverse that. Joining the Navy, for Donohue, meant the opportunity to come home—to Ireland!

How does an Irishman end up in the U.S. Navy and get an assignment which eventually brings him home? Sure enough, the "luck o' the Irish" had a great deal to do with it.

"We couldn't believe it," said Donohue's mother, Margaret, of *Charleston*'s visit to Cork, Ireland. "I was flabbergasted—it took a few days to sink in." *Charleston* put in to Cork as part of a well-earned liberty after the ship's participation in this year's North Atlantic "Team Work '84" exercise. "It's one-in-a-million to get a ship that would call at his home port, added Donohue's father, Jim.

Actually, Donohue claims to being both Irish and American. A U.S. citizen, the 23-year-old-sailor was born in Spring Valley, N.Y., but moved to Ireland at age six with his parents. After finishing school, however, Donohue had little luck in finding employment. He joined the U.S. Navy

after contacting a recruiter in London, and has been in the service for two years.

But getting the opportunity to come home as part of regular duty, Donohue described as, "beyond my wildest dreams—I never thought I'd pull into Ireland."

Donohue took two weeks' leave at home while *Charleston* visited liberty ports in Antwerp, Belgium, and Portsmouth, England. He renewed old friendships, telling stories of his sea adventures. When *Charleston* pulled into Cork's neighboring seaport, Cobh, the crew was treated to an insider's view of the country.

Even though Donohue's leave was as unique as it was rewarding, he said he looked forward to returning to Norfolk, Va., *Charleston*'s home port. "I look forward *not* to leaving my parents," he emphasized, "but to going back to the States."

Donohue considers re-enlistment a pretty even bet. "It's satisfying and the pay is good," he said of a Navy career. "Here (in Ireland) I do not think I could get the same benefits. If I make second class by the end of my enlistment, I might make it a career."

Both his parents are behind the sailor



100 percent. "We were very impressed with the ship's crew," said Donohue's father. "We're proud our son is a member." Father, mother and sister Patricia visited *Charleston* and reported being showered with attention and politeness.

"They're a good bunch of lads," Donohue agreed—with a slightly thicker Irish brogue than he had before coming home.

—Story and photos by JO2 Greg Lewis,
USS *Charleston* (LKA 113)

Bearings



Samuel L. Lovelace Bridge opens for business. More than 17,000 Pensacola, Fla., commuters cross the Samuel L. Lovelace bridge daily on their way to work at the naval air station. The six-lane span is named for Samuel Lovelace who worked at the station for nearly 50 years. Lovelace has headed the station's facilities management office since 1965, and sought repeatedly to replace the older bridge that was decaying and costly to maintain. ■

—By JOI Ron Rust, NAS Pensacola, Fla.

VA Expands Vietnam-Era Outreach Program

The Veterans Administration plans to open 52 new Vietnam-era veterans counseling centers and satellites as part of its Outreach Program. This is in addition to the 136 centers already staffed with social workers, psychologists and paraprofessionals.

During the past five years, veterans center counselors have seen more than 250,000 veterans and 50,000 family members for various readjustment problems, including post-traumatic stress disorder, and marital and employment difficulties.

The Outreach Program, begun in 1979, was to operate only until Sept. 30, 1981, but Congress extended the deadline through 1988 because of the program's success.

New centers will be established in Prescott, Ariz.; Eureka, Sacramento, Santa Barbara, Santa Cruz, San Diego County (satellite) and San Bernardino County (satellite), Calif.; Boulder, Colo.; Norwich (satellite), Conn.; Tallahassee, Palm Beach County, Sarasota and Pensacola, Fla.; Savannah, Ga.; Pocatello, Idaho; Moline, Rock Island, Springfield and Chicago, Ill.; Gary, Ind.; Shreveport, La.; Lowell (satellite), New Bedford (satellite) and Worcester (satellite), Mass.; Biloxi (satellite), Miss.; St. Louis (satellite); Missoula, Mont.; southern New Jersey; Santa Fe (satellite), N.M.; Syracuse and Rochester, N.Y.; Greensboro, Rocky Mount and Jacksonville, N.C.; Salem, Corvallis and Medford (satellite), Ore.; Erie and Scranton, Pa.; Columbia (satellite), S.C.; Chattanooga and Johnson City, Tenn.; Austin, Houston, Midland, Amarillo, Corpus Christi and Lubbock, Texas; Provo (satellite), Utah; Fairfax County and Roanoke, Va.; Martinsburg and Charleston (satellite), W.Va.; Ponce (satellite) and Arecibo (satellite), P.R. ■

TWA Offers Half Fare For Dependents

Military dependents can now fly one way or round trip on all Trans World Airlines domestic flights at half fare if accompanied by active duty sponsors.

TWA is the 13th airline to give a 50-percent discount to active duty service members and dependents. The reduced fare program was initiated by USAir in May 1984 and includes Eastern, Empire, Frontier, Northwest, Ozark, Pan Am, Pied-

mont, Republic, United, World and Delta.

Airline discounts are based on regular coach fares and can vary from route to route. Leave fares from one carrier may not be the lowest in the market, so check with your travel agent or the base scheduled airline ticket office for the cheapest fare. ■

Civilians Save Navy \$30 Million

Six Navy civilians saved taxpayers about \$30 millions with their cost-saving suggestions and shared \$36,500 through the Department of Defense Productivity Excellence Awards program.

Secretary of Defense Caspar Weinberger recognized Navy engineers Robert Boswell, Ernest Czyryca, Robert Rockwell and Angelos Zaloumis, from the David W. Taylor Naval Ship Research and Development Center, Annapolis, Md., who developed design and material changes improving ship's propellers. The suggestion saved the Navy more than \$28 million, and the group was rewarded with \$25,000.

Secretary Weinberger also honored E. Webb Lard, from the research center, and

Wallace Day, a manager from the Naval Academy's laundry and dry cleaning plant in Annapolis, for developing a new water conservation program recently implemented in the carrier fleet. The program resulted in a first year saving of \$1.2 million. Lard and Day were awarded \$11,500.

"Their achievements," Weinberger said during Pentagon ceremonies, "exemplify the capabilities, creative talents and initiative of our greatest resource, the civilian employees and military members of the Department of Defense."

The prestigious award recognizes DoD employees whose cost-saving contributions through suggestions, special acts or other productivity initiatives result in first year tangible savings of \$1 million or more.

Training Center Wins Excellence Award

The Naval Technical Training Center Meridian, Miss., won the Chief of Naval Education and Training's 1984 award for excellence in unaccompanied enlisted personnel housing management.

Training center barracks are judged on room appearance, record maintenance, front desk operation and upkeep of grounds.

The center also won the award in 1982.

Holt Visits Holt

Two namesakes met for the first time when USS *Harold E. Holt* (FF 1074) visited the U.S. Naval Communication Station Harold E. Holt at Exmouth, Western Australia.

Harold E. Holt's visit, requested this past summer by the communication station's commanding officer, followed the ship's port call in Geraldton, 450 miles

south of Exmouth. *Harold E. Holt*, a Hawaii-based frigate, had been at sea for 72 days with the *Kitty Hawk* (CV 63) battle group before calling on the Australian ports.

The *Harold E. Holt* visit was the first official port call by a Navy ship in the station's 17-year history. The station is manned by the U.S. and Royal Australian navies. *Harold E. Holt* and Holt are named after the same foreign dignitary, the late Australian Prime Minister Harold E. Holt.

CHAMPUS to Pay for Intraocular Lenses

CHAMPUS will now share the cost of surgical implantation in the eye of all intraocular lens models that are either under investigation by or approved by the Food and Drug Administration. The implant must have been done on or after June 1, 1977, for CHAMPUS to share the cost.

Military family members who have not submitted claims, should do so as soon as possible through their regional CHAMPUS claims processor. The filing deadline is Dec. 31, 1985.

Contact your CHAMPUS representative for additional information. ■

Minesweepers Clear Path During RIMPAC '84

Eighty ships, about 250 aircraft and 50,000 sailors and Marines from five nations participated in RIMPAC '84, a maritime exercise spanning the Pacific Ocean from southern California to Hawaii.

Australian, Canadian, Japanese, New Zealand and U.S. forces took part in the exercises in June, the ninth in a series dating back to 1971.

Eight minesweepers from Mine Squadron Five departed home ports from San Diego to Seattle, met in San Francisco, and sailed together to Hawaii. The sweepers were part of a mine countermeasures force, clearing a path off the island of Kahoolawe for RIMPAC's amphibious assault.

Practice mines were laid down in the harbor, and minesweepers cleared the waters using a technique called improved deep moored sweep. After locating a mine, two minesweepers stretch a sweeping line between them and tow it across the mined waters.

The minesweepers were USS *Pledge* (MSO 492), USS *Conquest*, (MSO 488), and USS *Esteem* (MSO 438) from Seattle; USS *Implicit* (MSO 455) and USS *Enhance* (MSO 437) from Tacoma, Wash.; USS *Gallant* (MSO 489) and USS *Excel* (MSO 439) from San Francisco; and USS *Constant* (MSO 427) from San Diego.

Minesweepers have a complement of 75 officers and enlisted men. About two-thirds of the crew are active duty people, and the remainder selected reservists relieved by regular reservists during the Hawaii transit. Reservists rarely go to sea during their training periods, and the transit crew was composed of reservists from around the nation. The selected reservists resumed their duties during the exercises.

—By Cmdr. Michael J. Allan, Naval Reserve Readiness Command Region 22, Seattle.

Letters to the Editor

Letters to the editor of *All Hands* magazine should be brief, to the point, typed double-spaced on one side of a page or printed legibly and not exceed 500 words. They must include the author's full name, rate, rank, address, office and home telephone numbers and be signed. Names and addresses will be withheld on request. The editor may paraphrase and shorten letters as space requires. Mail letters to: Editor, All Hands, Hoffman 2, 200 Stovall St., Alexandria, Va. 22332-2200.

Another Historical Perspective

Concerning the Bainbridge material in your October issue, it is quite incorrect to state that, in the engagement between *Constitution* and *Java*, "the two fighting ships were almost equal in every respect." *Java* was rated as a 38-gun frigate, while *Constitution* was a 44; that approximates the "equality" between a heavy cruiser and a battle cruiser.

Of particular importance in the battle in question is the fact that the American's greater size in all dimensions made her better able to absorb damage; thus, while all of *Java*'s masts came crashing down, *Constitution*'s two wounded sticks continued to serve. As for crew equality, more than 100 of those in *Java* were passengers, including a Royal Army lieutenant general and his personal staff. They *did* participate, but hardly with the skill of trained seamen. *Java*'s one advantage lay in her greater speed.

Historical evaluation of Bainbridge's early actions credit his misfortunes—the losses of *Retaliation* and *Philadelphia*—to his impetuosity. There also is a feeling that his surrender of *Philadelphia* was premature and/or that he could have done more to render her unserviceable. The fact that her loss did not redound to Tripoline advantage undoubtedly was a big factor in his exoneration. By the time he fought *Java*, Bainbridge seems to have learned the lesson: he steered away from her until it was apparent she was a frigate and not a ship of the line.

For those interested in the Commodore's life, David F. Long's "Ready to Hazard" is the first Bainbridge biography not written by someone personally involved with the man.—Cmdr. Tyrone G. Martin, USN (Ret.), CO, USS *Constitution*, 1974-1978.

NMCB-Four Up Against The Wall

The second paragraph of an article in the August 1984 *All Hands*, "Reserves at Rota," states: "The reservists put up a retaining wall at the base power plant, built a firefighting training structure and paved parking lots, among other projects."

The reservists did get a start on the retaining wall, but the firefighting structure project was just a small hole in the ground. The men of Naval Mobile Construction Battalion Four were tasked to complete both of these jobs as add-on work. The retaining wall project was accepted as complete on Aug. 16, 1984, and the firefighting training structure will be complete prior to the battalion's departure from Rota.

When you work as hard as we did on these projects, it's demoralizing to read someone else got the credit.—James W. Owens, CO, NMCB Four

TDs At Sea

An article in the September 1984 *All Hands* concerning the Trademan rating says 500 people a year were coming in as TDs and, even though there was a desperate need aboard ships for their technical skills as fire control technicians and electronics technicians, they were never sent to sea. Not true.

TD1s Needham, Rowbottom and Barnes; TD2s Vickery, Minor and Wright served with me on the USS *Midway* (CV 41) from 1980 to 1983. I also was a crew member on the USS *Oriskany* (CVA 34) from 1971 to 1973.—TDCM(AW) Seaborn G. Hartsfield.

◆ *What we should have said was, relatively few Trademan-rated sailors were sent to sea.*—the editor

Where's The Button?

In response to your article, "Hotter Than A Mississippi Summer," October 1984, I take offense at your statement about nuclear power being push button. As a nuclear machinist mate, I have never relied on a button to do my job.

While nuclear power is not traditional, nu-

clear-powered ships are indeed steam driven. Also, while we do have extensive air conditioning, average temperatures in our engineering spaces are in excess of 90 degrees at best. And there are certainly no spaces where we do our work in white lab coats under sterile conditions, except sick bay.

The controls on my submarine are no less physical, complex or demanding than those on a conventional ship. After a six-hour watch, I probably come out of my "hole" as hot, sweaty and exhausted as any other "snipe." (Yes "nukes" consider themselves snipes, too.) While it seems to some that nuclear power is "easing today's work into history," I would like to remind everyone that nuclear power is as much a part of today's Navy as anything else.—MM2(SS) Bennett L. Blue, USS *John C. Calhoun* (SSBN 630).

Reunions

Free Reunion Advice

Reunion planners can get hints on organizing their meetings from a new manual available free by writing the Norfolk Convention and Visitors Bureau, Monticello Arcade, Norfolk, Va. 23510.

● **USS Borie (DD 215)**—Reunion being planned. Contact Bob Manning, 310 W. Siesta Ave., Thousand Oaks, Calif. 91360; telephone (805) 497-2549.

● **USS Franklin D. Roosevelt (CVA 42) O-1 Division 1951-53**—Reunion being planned. Contact James A. McCaughan Sr., 932 Bedford Ave., Collingdale, Pa. 19023; telephone (215) 586-8475.

● **USS Florence Nightingale (AP 70)**—Reunion being planned. Contact Stan Newland, 2202 Hortense Ave., Seaford, N.Y. 11783; telephone (516) 221-0818.

● **USS Coghlan (DD 606)**—Reunion being planned. Contact Patrick G. Tanquary, P.O. Box 1063, Danville, Ill. 61832.

● **USS Tautog (SSN 639) Plank Owners**—Reunion being planned. Contact William J. Heck, 5730 W. Bertha, Indianapolis, Ind. 46241; telephone (317) 241-4910; or Dave Fersteneau, R.R. #3, Box 142, Bloomer, Wis. 54724; telephone (715) 568-2519.

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NAVY SPORTS SCHEDULE — 1985

The levels of competition in Navy sports reach far beyond the many intramural programs familiar to most sailors. Navy men or women who excel in a sport may apply for selection to a Navy training camp for that sport. If good enough, that sailor eventually may represent the Navy on an all-armed forces team and compete in national championships with top amateur athletes in the country. Here is a list of dates and places where the training camps, interservice tournaments, and national championships will be held in 1985. Learn more about the Navy's sports program in the next issue of *All Hands*.

	Training Camp	Interservice Competition	National Championship
Powerlifting (M)	NavSta, Norfolk Jan. 2-Feb. 22	NavSta, Norfolk Feb. 23-28	To be announced
Basketball (M)	NavSta, Mare Island San Francisco Feb. 1-March 9	Fort Hood, Texas March 10-16	ABUSA April 4-7 AAU, Topeka April 11-14
Basketball (W)	To be announced Feb. 9-March 23	Travis AFB, Calif. March 24-30	El Paso, Texas April 15-20
Wrestling (M)	NAS, Pensacola Fla. Jan. 23-March 16	NAS Pensacola March 17-23	Free Style April 12-13 Greco-Roman April 26-27
Volleyball (M)	To be announced March 6-April 19	Port Hueneme, Calif. April 20-27	Long Island, N.Y. May 13-18
Volleyball (W)	Port Hueneme, Calif. March 6-April 19	Port Hueneme April 20-27	Long Island, N.Y. May 13-18
Judo (M & W)	NAS Memphis, Tenn. To be announced	N/A	To be announced
Bowling (M & W)	NAS Whidbey Island Oak Harbor, Wash. April 20-27	NAS Whidbey Island Oak Harbor, Wash. April 28-May 4	(M & W) Tulsa, Okla. May 6-11 Toledo, Ohio May 7-11
Athletics (M & W)	NavSta Long Beach April 15-June 1	McChord AFB, Wash. June 2-5	Indianapolis June 6-8
Racquetball (M & W)	NAB Little Creek, Va. May 1-11	Chanute AFB, Ill. May 12-18	Houston May 23-26
Tennis (M & W)	NavSta Mayport, Miss. Aug. 8-17	Camp Lejeune, N.C. Aug. 18-24	N/A
Softball (M)	NAS Meridian, Miss. July 5-Aug. 3	Pope AFB, N.C. Aug. 4-10	Birmingham, Ala. Aug. 31-Sept. 2
Softball (W)	NAS Memphis, Tenn. July 9-Aug. 10	Barstow, Calif. Aug. 11-17	Austin, Minn. Aug. 31-Sept. 2
Chess (M & W)	To be announced Sept. 16-20	Washington, D.C. Sept. 23-Oct. 2	N/A
Boxing (M)	NAB Little Creek, Va. Aug. 1-Oct. 12	Camp Lejeune, N.C. Oct. 13-19	Tulsa, Okla. Nov. 10-17
Soccer (M)	NAS Oceana, Va. May 15-June 29	Fort Dix, N.J. July 7-13	Bolling AFB, Md. July 18-21
Golf (M & W)	NAS Pensacola, Fla. Aug. 24-31	Maxwell AFB, Ala. Sept. 1-7	N/A



Relaxing in Hawaii • See page 18